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Intimations.

Concentrated strength,

sustenance and energy—that's what Bovril is. Bovril represents a perfectly scientific combination of the stimulative and flavouring features of meat-extract with the nutritive properties of beef. Bovril is readily taken and easily digested and assimilated by even the most feeble constitution.

TRADE  MARK.

TELEPHONE No. 135.

FOR
CLUB WHISK
AND SEE YOU GET IT.

PURITY IS GUARANTEED BY THE DISTILLERS CO.,
 EDINBURGH.
 THE LARGEST DISTILLERS IN THE WORLD
Sole Agents.

H. PRICE &
12, QUEEN'S ROAD CEN

HN DEWAR SONS & Co., PR
W H I S K Y,

Extra Special	\$16.00	per case	12
White Label	\$24.00	„ „	12

KRUSE &
 SOLE AGENTS

This space is reserved for

LONG HING & Co

PHOTO GOODS DEALERS,
17K, QUEEN'S ROAD.

PO CHEUNG & Co
昌 寶

14, QUEEN'S ROAD CENTRAL.
 SHEERS AND UPHOLSTERERS,
 GENERAL DOMESTIC G
 COUNTERS, PARTITIONS, FITTINGS, &c.
 MADE TO SIZES AND PARTICULARS.

MADE TO ORDER
DESIGNS
FORWARDED ON APPLICATION.
TELEPHONE 460.
Kong, 16th August, 1904.

Military Band during dinner on Saturday Nights.

ong, 4th December, 1903.

AGAO AND GANT

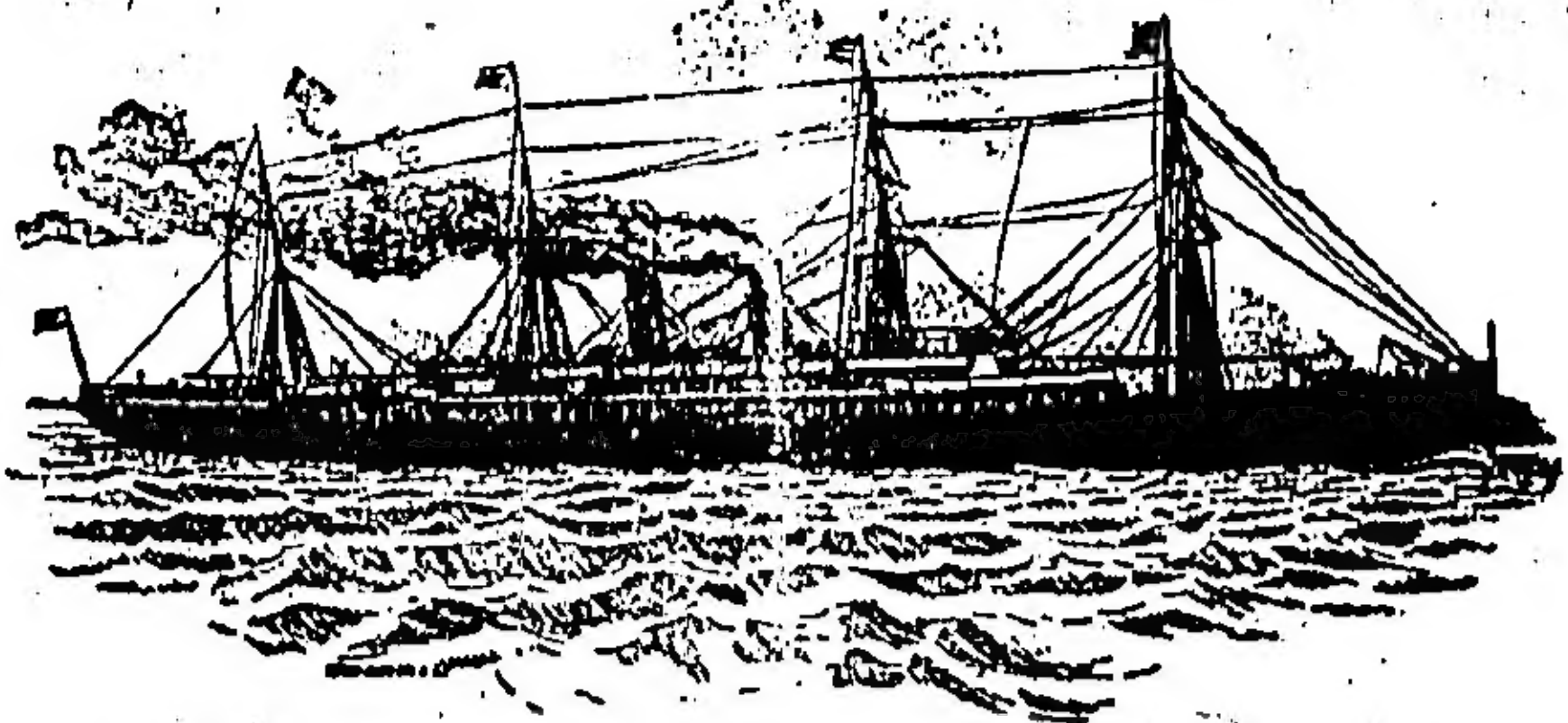
ACAO AND CANT HOTELS. A LITTLE CHANGE

round trip from HONGKONG to MACAO
to CANTON and back to HONGKONG, was
found interesting and enjoyable.

WM. FARMER,

Rails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"GAELIC"	4,205 Gross Tons.....	WEDNESDAY, 24th August, at Daylight.
"MONGOLIA"	13,639	SATURDAY, 3rd September, at Noon.
"CHINA"	5,060	THURSDAY, 15th September, at Noon.
"DOBO"	4,784	TUESDAY, 27th September, at Noon.
"SIBERIA"	11,284	SATURDAY, 8th October, at Noon.
"KOREA"	11,276	TUESDAY, 1st November, at Noon.
"COPTIC"	4,354	
"AMERICA MARU"	6,300	

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Steamship "GAELIC" will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 24th August, at Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago, to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Island Cities of the United States, via Overland Railway, to Havana, London, and America, and to ports in Mexico, Central and South America, by the Companies and connecting Steamers.

FEATURES OF THIS LINE.

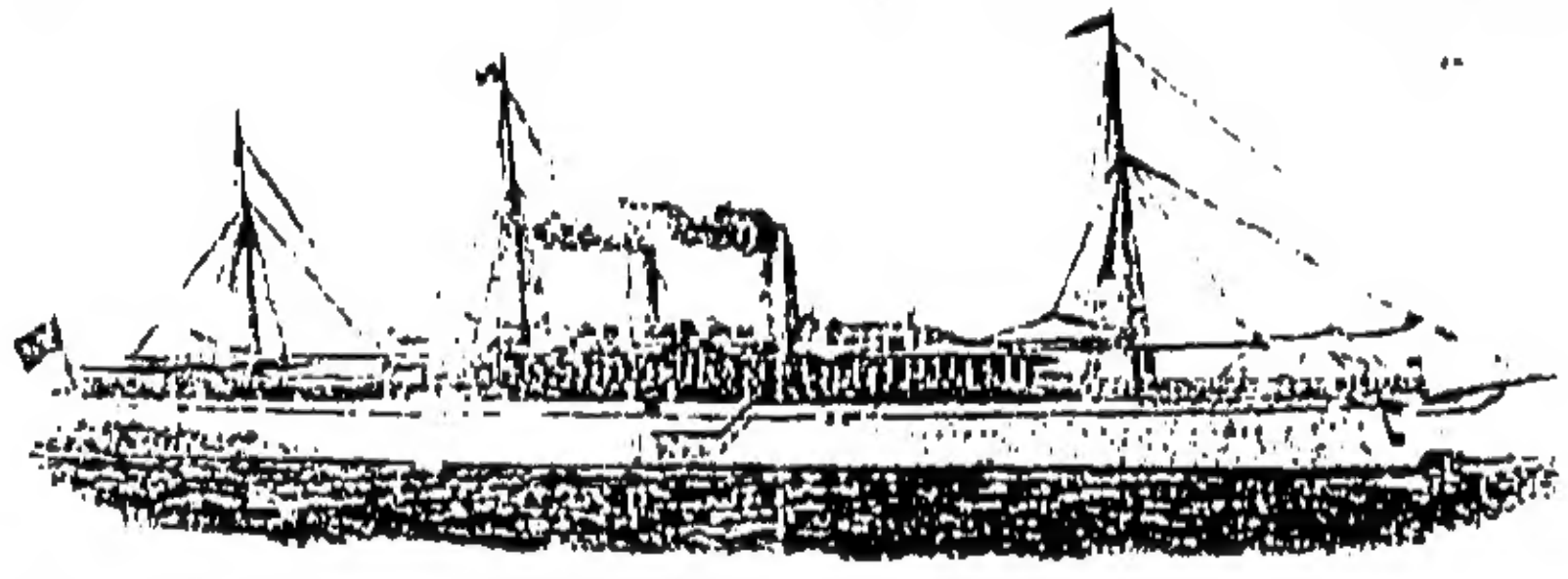
The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 20th August, 1904.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY, SPEED, PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

K.M.S. "EMPRESS OF INDIA"	6,000	WEDNESDAY, 24th August.
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, 21st September.
"ATHENIAN"	2,440	WEDNESDAY, 12th October.
"EMPRESS OF CHINA"	6,000	WEDNESDAY, 19th October.
"TARTAR"	4,425	WEDNESDAY, 2nd November.
"EMPRESS OF INDIA"	6,000	WEDNESDAY, 16th November.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.
Hongkong to London, Intermediate on

Steamers, and 1st Class Rail £40. £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 10th August, 1904.

D. W. CRADDOCK, Acting General Agent,
9, Pedder's Street.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and HALVE PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SPEZIA (ex BAMBERG)	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	30th August. Freight.
Miltzoff		
ANDALUSIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	11th Sept. Freight.
Filler		
SAMBIA	HAVRE, BREMEN and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	20th Sept. Freight.
Luning		
SCANDIA (ex KONIGSBERG)	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	3rd October. Freight and Passengers.
Behrens		
SUEVIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	18th October. Freight.
von Döhren		
BRISGAVIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	1st Nov. Freight.
Schüller		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.

Hongkong, 20th August, 1904.

No. 1, Queen's Buildings.

GO TO THE
KOWLOON HOTEL,
KOWLOON, J. W. OSBORNE,
Proprietor and Manager.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons.....	Captain R. D. Thomas.
"POWAN"	2,338	G. F. Morrison, R.N.R.
"FATSHAN"	2,260	W. A. Valentine.
"HANKOW"	3,073	B. Branch.
"KINSHAN"	2,860	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 5.30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,998 tons..... | Captain H. D. Jones. |

Departures from Hongkong to Macao on week days at about 2 P.M.

During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 219 tons..... | Captain T. Hamlin. |

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons..... | Captain J. Willox. |

"NANNING" 569 | C. Butchart. |

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th June, 1904.

JAVA-CHINA-JAPAN LINE.

REGULAR FOUR-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA PORTS	Second half of JAPAN VIA SHANGHAI	First half of	September
TJILATJAP	JAPAN	Second half of	JAVA PORTS	Second half of
TJIMAH	JAPAN	First half	JAVA PORTS	First half
		September		September

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to
THE HEAD AGENCY
OF THE
JAVA-CHINA-JAPAN LINE.

Telephone No. 375.

ALEXANDRA BUILDINGS, 3rd Floor.

Hongkong, 12th August, 1904.

[14]

Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES
TESTED, FREE OF CHARGE, AT THE OFFICE OF.

N. LAZARUS,

16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper
Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.
Sun Glasses are useful and give the effect of coolness.

Prices from \$2.00.

A. S. TUXFORD, Manager.

Hongkong, 1st June, 1904.

[674]

YAU LOONG. CANTON.

NEW SEASON'S SELECTED
GINGER AND FRUITS
of Standard Quality.

Packed in RICH SYRUP and BEST SUGAR.

STEM GINGER FOR TABLE D'HOTE.

Delicious and Wholesome.

Fixed prices for different assortments.

Orders will be promptly executed.

Hongkong Office at No. 3, Sai On Lane,
facing Des Vaux Road, West, near Gas Works.

Hongkong, 19th August, 1904.

1904

ROYAL AERATED WATERS
MANUFACTORY.

PRODUCE the highest Class AERATED
WATERS in the Far East on account of
their High Class Machinery and also of the
superior ingredients they use in the manufacture
of their goods, and the cleanliness, &c., are all
under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and
HINCHLIFFE, LIMITED, AERATED Water
Engineers and Chemists, Manchester, visited
our factory recently in the course of a tour
amongst Eastern Aerated Water Makers, and
was greatly surprised at the compactness of our
factory and also the methodical way in which
everything pertaining to the making of Aerated
Waters was carried out. He also expressed him-
self strongly on the absolute cleanliness of our
whole establishment, which he assured us was
equal to any he had yet visited and superior
to a great many. He also reported that the
quality of our goods was of a first class nature,
and they showed that scrupulous care was
exercised in the course of their manufacture.

Order Books and Price List. Please apply to
FACTORY and OFFICE, West Point, Tel. 367,
Dept. Ice House Street. Tel. 374.

Dr. V. DANENBERG & F. DANENBERG,
General Managers.

Hongkong, 20th May, 1904.

[677]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are
prepared, during suspension of their
Trans-Pacific Service and until further notice,
to BOOK CARGO and ISSUE BILLS OF LADING
TO SEATTLE, WASH., VICTORIA, B.C., and
PACIFIC COAST PORTS, also to OVER-
LAND POINTS IN THE UNITED STATES
and CANADA in connection with the GREAT
NORTHERN RAILWAY FROM SEAT-
TLE, as hitherto, by the Steamers of the
NORTHERN PACIFIC S. S. Co., BOSTON
STEAMSHIP and TOWBOAT Cos., OCEAN
S. S. Co. and CHINA MUTUAL S. N. Co.

For further Particulars, apply at the Com-
pany's Local Branch Office in PRINCE'S
BUILDINGS, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 20th May, 1904.

[613]

ESPECIAL OLD TOM GIN
Marshall and
Elvy's

DOUBLY DISTILLED
AND OF
MATURED AGE.

TO BE OBTAINED FROM—
THE MUTUAL STORES,
Des Vaux Road.

Hongkong, 11th May, 1904.

[608]

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 28.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 508; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[595]

CHAZALON & CO.,

WINE AND SPIRIT MERCHANTS,

AND

GENERAL STOREKEEPERS,

(SUCCESSORS TO G. GIRAULT)

6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong public that we have just received by the
French Mail Steamer *Oceanien*

THE FOLLOWING GOODS:—

FLAT CHEESES (quality *Crème à la Crème*) \$0.80 per lb.

EYSEN CHEESE in Tins 0.75 the tin.

GOUDA CHEESE (Edam) 1.60 each.

We specially recommend these products to our clients as they are of the first quality.

We have also received PRESERVED FRUITS of the finest brands.

STRAWBERRIES IN JUICE.....Per Bottle \$1.50

CHERRIES " " 1.50

ASSORTED FRUIT " " " 1.50

CHERRIES IN BRANDY....." " 1.75

APRICOTS " " " 1.75

PLUMS " " " 1.75

CRYSTALLIZED FRUIT of the First Quality at \$1.50 the Box of 1 lb.

We specially recommend the above to amateurs and connoisseurs.

Messrs. CHAZALON & Co. are renowned for the excellence of the Goods they offer
to the public and the firm defies competition either in quality or price.

We also desire to inform the public that we have just received a consignment of
WINE in Barrels which we are able to offer at the exceedingly low price of \$4.5 per Cask
of 210 litres.

In a few days we shall have on sale a special preparation for mixing with a Wine that
is clouded in the cask so that it becomes perfectly clear when bottled.

Hongkong, 16th July, 1904.

[707]

Hotels.

KING EDWARD OCCIDENTAL HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS. EXCELLENT CUISINE.

PRIVATE BAR

AND

HILLIARD ROOMS.

MODERATE PRICES.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required)

Electric Passenger Elevator to each Floor.

Table D' Hôte at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 22nd October, 1903.

[637]

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

THE RAMSGATE OF HONGKONG.

METROPOLE HOTEL.

THREE miles out on the Shau-ki-wan Road.

Trams pass the doors every few minutes.

The only House on the Road.

The popular resort of the Colony, occupying a charming seaside situation and command-
ing the most extensive view of the Harbour and

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by PUBLIC AUCTION,

ON

WEDNESDAY, the 24th August, 1904, commencing at 2.30 P.M., at his SALES ROOMS, DUDDLE STREET, A COLLECTION

JAPANESE CURIOS AND SILVERWARE, Comprising:—

FINE OLD SATSUMA JAR, very fine IMARI PLATES, IMARI PORCELAIN, OLD NEDSUKIS, INLAID SWORD GUARDS, FINELY CARVED CABINETS (Red lacquer and Gold inlay), LACQUERED PANELS, RED LACQUERED STANDS AND BOXES, SILK EMBROIDERED SCREENS, BROCADED PURSES, &c., &c., &c.

AND A Few Specimens of JAPANESE SILVERWARE.

On view from TUESDAY, the 23rd August. Catalogues will be issued.

TERMS:—Cash on delivery. GEO. P. LAMMERT, Auctioneer.

Hongkong, 19th August, 1904. [95]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED,

ON

WEDNESDAY, the 24th August, 1904, at 3 P.M., at their Sales Rooms, No. 8, Des Vaux Road, (Corner of Ice House Street),

THE British Screw Steamer "HOICHI,"

Built in London in 1879, Length over all 175 feet, Breadth 20½ feet, Depth 14 feet, Gross Tonnage 500, H. P. nominal 200, Cylinder 28 in. by 48 in., Stroke 22 in., Revolution of Engines per minute 80, Working Pressure 60 lbs., 3 Donkey Engines and One Winch.

She has a Government Licence to carry 400 Passengers.

TERMS:—As usual. For Further Particulars, apply to—

HUGHES & HOUGH, Auctioneers.

Hongkong, 4th August, 1904. [910]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1904. [52]

Intimations.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$5 per Cask ex Factory.

In Bags of 25 lbs. net \$3 per Bag ex Factory.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 1st August, 1904. [783]

EXCURSION TO MACAO.

THE "Splendid Steamer" "YING KING,"

Captain Page, will make an EXCURSION TRIP TO MACAO, on EVERY SUNDAY, leaving the Company's wharf at the end of Wing Lok Street, at 8.30 A.M., and returning from Macao at 7.30 P.M.

The Steamer will lay alongside the S.S. Perseverance's wharf at Macao.

FARE: 1st Class Single Ticket \$2.00, with Cabin \$3.00

"Return" "3.00," "5.00"

"Tiffin and Dinner may be had on Board at \$1 each meal."

YUK ON & Co., LD.

Hongkong, 8th August, 1904. [919]

F. BLACKHEAD & CO., SHIPCHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

16, DES VEAUX ROAD CENTRAL, HONGKONG.

SOLE AGENTS FOR HARTMANN'S PATENT GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM

and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

AT REASONABLE PRICES

Hongkong, 15th December, 1903. [804]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

QUEEN'S ROAD, Watson's Building.

[9]

Intimations.

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the Company's Hotel, on SATURDAY, the 27th August, 1904, at Noon, for the purpose of receiving a statement of Accounts of the Company to the 30th June, 1904, with the Report of the Directors, and to discuss any matter that may be competently brought before the meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 27th August, both days inclusive.

By Order of the Board, G. MOONEY, Secretary.

Hongkong, 17th August, 1904. [947]

THE HONGKONG & KOWLOON WHARF AND GODOWN CO., LD.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Hongkong and Kowloon Wharf and Godown Company, Limited, will be held at Messrs. Jardine, Matheson & Co.'s Offices, Pedder Street, Victoria, Hongkong, on WEDNESDAY, the 31st day of August, 1904, at 12.15 o'clock in the afternoon, when the subjoined Resolutions will be proposed.

Should the said Resolutions be passed by the required majority they will be submitted for confirmation as special Resolutions to a second Extraordinary meeting, which will be subsequently convened.

1. That the Capital of the Company be increased from \$1,500,000 to \$2,000,000 by the creation of 10,000 new shares of \$50 each.

2. That such new shares be issued at a premium of \$30 per share and be offered to those persons who are registered as Shareholders of the Company on 1st October, 1904, in the proportion of one new share for every complete three shares held by them on 1st October, 1904.

3. That the amount due for the new shares be called up on 31st December, 1904.

Dated the 15th August, 1904.

By Order of the Board, EDWARD OSBORNE, Secretary.

933] A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution the General Managers of A. S. WATSON & Company, Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent. or \$11 a share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application.

THE TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$600,000, divided into 60,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$900,000 divided into 90,000 shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandra Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 22nd June, 1904. [754]

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the half-year ending 30th June last at the rate of ONE POUND AND TEN SHILLINGS STERLING PER SHARE OF \$125 is Payable on and after MONDAY, the 22nd day of August current, at the Offices of the Corporation, where Shareholders are requested to apply for WARRANTS.

By Order of the Court of Directors, J. R. M. SMITH, Chief Manager.

Hongkong, 20th August, 1904. [957]

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No. 121 of the Articles of Association, the General Agents have this day declared an INTERIM DIVIDEND OF FIVE PER CENT. for the half-year ending 30th June, 1904, on the Paid-up Capital.

DIVIDEND WARRANTS payable on MONDAY, the 29th August, will be issued to Shareholders on application.

THE TRANSFER BOOKS of the Company will be CLOSED from 16th to 29th instant, both days inclusive.

JARDINE, MATHESON & Co., General Agents.

Hongkong, 9th August, 1904. [922]

WANTED.

A SITUATION as GENERAL ASSISTANT in a Mercantile Firm. Advertiser has knowledge of BOOK-KEEPING and TYPE-WRITING. First-class testimonials.

Apply to—"W," C/o Hongkong Telegraph.

Hongkong, 6th August, 1904. [914]

WANTED.

A SECRETARY for the SINGAPORE CLUB. Applicants should send in, as soon as possible, particulars of their previous employment with copies of Testimonials to the Chairman of the Committee, Mr. E. C. ELLIS, to Collyer Quay, Singapore, from whom all particulars can be obtained.

A. G. HILLS, Secretary.

17th August, 1904. [937]

IF PORT ARTHUR HOLDS OUT.

Russian ideas of Port Arthur's impregnable character are fantastic, in the light of much London press comment. English papers, in fact, almost imply that the Japanese are kept out of the citadel by their own self-restraint. The London News handed the place over to General Oku weeks ago. Even the Paris Gaulois, profoundly convinced that Kuropatkin is one of the few great captains since Napoleon, meditates surrender. St. Petersburg must contrive to send relief within a brief period, or Port Arthur must fall, it solemnly admits. "Every besieged place is a captured place," we read. "It is merely an affair of time unless relief be sent." Relief from the land side is "very doubtful," because Kuropatkin has no troops to spare. "As for relief by sea, that can come only from Europe, and it is to be hoped that it will have time to arrive, thanks to the energy of the garrison." But the black cloud has a silver streak, for the Japanese is not to try to capture the place by assault. "It is too formidable, too well equipped with rapid-fire batteries. Not a single regiment would reach the walls." Yielding to none in its admiration of Russian military capacity, the Journal des Debats (Paris) is far more hopeful. It assumes that Port Arthur can hold out "the indispensable minimum of time for the Manchurian army to go to its relief without risking anything," and adds:

"Whatever hopes the Japanese may base upon a sudden attack, we have a right to expect that they will find some one on hand to deal with them. The splendid and intelligent defence of the advanced position of Kinchau, which seems to have cooled their spirit of enterprise somewhat, is an excellent augury. After the first line of defence the Japanese will have to capture a second, and a glance at the map leads to the inference that they will next have to rush a third before giving the signal for an onslaught upon the citadel itself, which, in any event, promises to be terribly sanguinary."

But there can be no relief for Port Arthur from the line side, says the London Spectator, whose military expert has followed the war with great care and accuracy. And if Port Arthur can hold out, adds the English weekly, the following consequences will result:

"1. A large and increasing proportion of Japanese troops will be immobilized by the fortress: increasing, because a siege has to be fed copiously with new men during the whole of its progress.

"2. With every passing week the Japanese prestige will suffer: the moral value of their forces will fall.

"3. There can be no active union between the two sections of the Japanese army (that on the mainland and that on the peninsula).

"4. The Russian forces in the midland plain, which are increasing every week by at least 5,000 men, and probably by over 20,000, will be able to take the offensive.

"5. The Japanese fleet at sea, its personnel, and its artillery, will become more and more worn by service.

"6. The Russian naval force will sail from Europe, and within two months of its sailing the communications of the Japanese, which are wholly sea, will be hazardous in the extreme.

"In the light of these considerations it is obvious that at Port Arthur lies the centre of the whole campaign."—Translation from The Literary Digest.

ASIAN WAR HARD ON HORSES.

If the war is rough on men it is rougher still on horses, if the ghastly stories which slowly reach St. Petersburg from Mukden, Kharbin and the Baikal are worthy of credence. And as they appear in the local press, which is subject to Government censorship, there are no good grounds for doubting them. In the Baikal the lot of the wretched horse was and is peculiarly doleful. Owing to the vast number of them required to draw the trains over the ice of the Baikal Lake, and to convey sleighs full of soldiers and cars laden with war material, the prices of hay and oats rose by leaps and bounds. It soon became unprofitable for the owner of one of three over-worked quadrupeds to invest any money in fodder, and lucrative to let the animals work on almost unceasingly with nothing but cold water to keep up their strength until at last the horse dropped down dead from exhaustion. The reason is, writes the Eastern Review, that the prices for the labour of horses are abnormally great—so great that they enable the owner to purchase a new one and to lay by a large percentage for himself. The heartlessness of these men is described as revolting. Emaciated with hunger and jaded with exhaustion, almost uninterruptedly work; many of these miserable horses were abandoned to their fate before they actually fell dead in harness. Hardly able to put one foot before the other, they wandered aimlessly over the Baikal ice, vainly seeking for grass or other fodder, and "at the sight of human beings neighing piteously."—Daily Telegraph.

A POST OFFICE CURIOSITY.

MYSTERIOUS LETTER SAFELY DELIVERED.

An envelope bearing the following address (?) was recently received in London from India, and delivered to the addressee as early as it was due. In spite of the address being exclusively in these Oriental languages, the Post Office had no difficulty in deciphering it—a great tribute to the G.P.O. To have delivered it at all was a great feat: but to deliver it without the loss of a single hour is a marvellous one.

The address is written in two languages. The upper part (which reads backwards, i.e., from right to left) is in Urdu: the lower part is in Gujarati, but the translation is the same name, Dr. Williams' pink pills for pale people, and it is important to avoid the substitutes.

His Excellency Dr. Williams, medicine which their great reputation has provoked, as company, Holborn Viaduct, London, E.C. in no case can a substitute, under whatever Dated the 20th January, 1904. Written by name, have any of the curative powers of the Hakim Aram Mian—"except that the Gujarati genuine and original pills discovered by Dr. Williams' Dr. Williams' medicine company proprietors of Dr. Williams' pink pills for pale people receive a great number of letters from all parts of the world—for the fame of the cures effected by this medicine has created a demand for them in even the most remote parts of the Globe.

Except by great Merit, no world-wide and lasting success has ever been gained. History and daily life prove that success means Merit.

Fifteen years ago, the rumour of the great and unlooked-for cures effected by Dr. Williams' had already made him famous throughout Canada, though he was practising among the families of his own town, and he found it necessary to make arrangements for the supply of his pills outside his own practice. A cautious man of science (awarded a doctor's degree of M.D. by the University of Edinburgh), he recognised that this great discovery of his lifetime ought to be placed within the reach of all the many people, who, having heard of hopeless cripples, anemic invalids and bed-ridden paralytics being made well and strong by Dr. Williams' pink pills, wrote imploring him to extend the benefit of the medicine to sufferers too distant and too weak to come to him. As soon as he decided to take the step of allowing the pills to be sold by chemists throughout Canada, the demand became enormous, and a factory had to be erected with special appliances, very costly in their nature, required to manufacture the pills on a large scale, with the precautions necessary to secure their proper composition. Even this soon proved too small to cope with the sale.

Demand also began to come in from the United States, and depôts had to be established all over North America, in England,

France, Germany, Spain, Russia, Egypt, India, China, Japan, Australia, New Zealand; South America, and elsewhere.

In all these countries Dr. Williams' pink pills for pale people are famous by reason of the many thousands of cures they have effected in anemia, bile, consumption, fits, gout, kidney disease, locomotor ataxy, nervous breakdown, paralysis, rheumatism, sciatica: and everywhere they are resorted to by women who have failed to find in ordinary medicine a cure for their ailments. The genuine

There is some appropriateness in introducing here another interesting matter of which is the hero. Mr. Thomas Davis, a letter carrier of Ballymakell, Tubercular, Glasdon, Ireland, is a young man whose intelligence is worthy of the great Government Department in which he is employed. Dr. Williams' pink pills for pale people helped him to keep his Post Office work by restoring his health. He says: "The disease I suffered from was acute indigestion, which caused me severe internal pains for three months. By that time I was completely broken down in health, and feared that I should have to give up my employment. My stomach was so wretchedly weak that I could not retain any food, though I followed a very wholesome diet. Whatever I took caused painful and continuous retching. The pains in my inside were often unbearable, and I had other symptoms of a serious disorder. My tongue was yellow and coated, and my breath feverish. Being unable to digest any food I grew very weak. Dr. Williams' pink pills soon cured me of all these troubles, though I had no relief from the usual remedies."

"I read articles in the papers about people being cured by the pills. I wrote to the firm and got the pills supplied me direct, so as to make sure I wouldn't be taking any substitute. I only needed one bottle. The result of it was a complete cure. I commenced with one pill after meals for the first few days, then two, and then three, until the bottle was empty; and, by that time, I was thoroughly cured, that I had no occasion to take more."

TO LET.

IMMEDIATE POSSESSION FOR 18 MONTHS.

"LEIGHTON," THE PEAK.

Apply to—JEBSEN & Co.

Hongkong, 27th April, 1904. [559]

TO LET.

WILD DELL BUILDINGS, No. 147, WANCHAI ROAD, Comfortable and Airy Flats of 2 or 3 Rooms, from \$35 inclusive of Taxes.

No. 52, HOLLYWOOD ROAD.

And others to suit various requirements.

S. A. SETH, Land and Estate Broker, Dairy Farm Co., Ltd.

Hongkong, 13th July, 1904. [49]

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 1.91

Do. demand 1.91 1/16

Do. 4 months' sight 1.91

France—Bank T.T. 2.28 1/2

America—Bank T.T. 44 1/2

Germany—Bank T.T. 1.85 1/2

India T.T. 1.35 1/2

Do. demand 1.35 1/2

Shanghai—Bank T.T. 7 1/2

Japan—Bank T.T. 89

Singapore—Bank T.T. Nominal

Java—Bank T.T. 109 1/2

Buying.

1 months' sight L/C. 1.10 1/2

6 months' sight L/C. 1.10 1/2

10 days' sight San Francisco & New York 44 1/2

1 months' sight do. 45 1/2

10 days' sight Sydney and Melbourne. 1.10 1/2

1 months' sight France 2.28 1/2

6 months' sight do. 2.34

1 months' sight Germany 1.90

Bar Silver 26 1/2

Bank of England rate 3 1/2

OPIMUM QUOTATIONS.

To-day's quotations are as follow:

Malwa: New @ 98 1/2, 1.020

" Old @ 1.05 1/2, 1.100

" Under @ 1.130 1/2, 1.200

" Under @ 1.250 1/2, 1.320

Patna New 1.185

Jeanses New 1.150

Persian 84 1/2, 90

TO LET.

NO. 1, RIVINGTON TERRACE IN FLATS.

No. 1, CLIFTON GARDENS.

No. 17, WONG NEI CHONG ROAD, facing Race Course.

FLATS IN MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLACK PIER).

GODOWN IN PRAYA EAST.

OFFICES in Nos. 10 and 16, DES VEAUX ROAD CENTRAL.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 20th August, 1904. [956]

TO LET.

NO. 1, STEWART TERRACE, THE PEAK.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 26th March, 1904. [430]

TO LET.

GODOWN No. 6, NEW PRAYA, KENNEDY TOWN.

Apply to—

THE H

Announcements.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT

TO

HIS EXCELLENCY

THE GOVERNOR.

THE HONGKONG DISPENSARY.

ALEXANDRA BUILDINGS.

CHEMISTS.

DRUGGISTS.

PERFUMERS.

CIGAR AND CIGARETTE MERCHANTS.

AERATED WATER

MANUFACTURERS

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

A. S. WATSON & Co.,
LIMITED.

Hongkong, 16th August, 1904.

[35]

TELEPHONE NO. 104.
CABLE ADDRESS "WATSON," HONGKONG.
A. B. C. CODE, 4th EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣

17, QUEEN'S ROAD.

FURNITURE
DEALERS.

DRAWING-ROOM,

DINING-ROOM,

and BED-ROOM

FURNITURE.

ELECTRO-PLATED,

GLASS, and

CHINA WARES.

PASTEUR'S MICRO-PROOF

FILTERS,

ROCHESTER LAMPS,

WHITE TURKISH TOWELS.

COUNTERPANES.

COOKING RANGES,

KITCHEN UTENSILS, and

HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.

DEVELOPING and PRINTING

UNDERTAKEN for AMATEURS.

GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904.

[45]

E. C. WILKS & Co.,

MARINE SURVEYORS,

CONSULTING ENGINEERS AND

NAVAL ARCHITECTS.

COLLISIONS and Damages Surveyed.

Salvage Work undertaken.

Ship Designs and Specifications prepared.

Agents for the Construction and Sale of Steam

and Motor Launches.

Contract for New Tonnage on reasonable terms

with First-class Builders.

A large stock of Canadian Asbestos and

Asbestol goods kept.

Agents for Messrs. Allen & Sons Electrical

Plant and Centrifugal Pumps.

Telegram Address: Telephone:—No. 358.

Hongkong, 3rd May, 1904. [52]

NOTICE
All communications intended for publication in
the "HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Lee House Road,
and should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

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world is 30 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-
five cents.

BIRTH.

On 17th August, at Shanghai, the wife of
ARTHUR EVELING, of a son.

DEATHS.

On 14th August, at Shanghai, CHARLES
SEMPLE WHITEHEAD, son of Capt. and Mrs. J.
Whitehead, aged 13 months.
On 9th August, at Shinonoseki, Japan,
JAMES JOLLY, Chief Engineer S.S. *Glenfury*,
aged 45 years.

The Hongkong Telegraph

HONGKONG, MONDAY, AUGUST 22, 1904.

THE "OCEAN" INCIDENT.

Our excuse for again reverting to the item
of news first published in our columns at the
beginning of the month regarding a telegram
from our Weihaiwei correspondent announcing
that H.M.S. *Ocean* had been followed by
a cruiser who refused to hoist her colours
when challenged, is the receipt of definite
information, from our naval correspondent
with the China squadron, corroborating the
report and giving a more detailed explanation
of the incident. It will be remembered that
on the 3rd August our resident Weihaiwei
correspondent wired as follows: "H.M.S.
Ocean arrived here yesterday and reports
having been followed by a large cruiser;
when requested, she refused to show her
colours till quite close. The *Ocean* then
cleared for action whereupon the cruiser
flew the German flag." We pointed out
that the idea that the pursuing cruiser was
other than a German, could be dispelled at
once, and remarked that, although the in-
cident was unfortunate, further information
would doubtless disclose details of a satis-
factory nature. The day following, the Che-
foo representative of the *Ostasiatische Lloyd*
appears to have heard a rumour concerning
the affair and, in reply, no doubt, to a cable
sent from Shanghai, wired back that the tele-
gram regarding the *Ocean* was "simply non-
sense." With a view to placing before our
readers the exact position of affairs we com-
municated with our naval correspondent at
Weihaiwei, and asked him to supply us with
details of the occurrence. His reply came
to hand this morning and is to the following
effect: H.M.S. *Ocean* and a British destroyer
were five days out and steaming north with
news regarding the relations of Great Britain
and Germany, when the second-class cruiser
Hertha was observed to suddenly emerge from
a fog bank under the land, and was seen to
be half cleared for action. By the quantity of
smoke issuing out of her funnels, hitherto
quiescent it was concluded she had lit up
more boilers and was apparently chasing the
destroyer. As she made no signals when
requested the *Ocean* cleared for action, and
signalled, "Why am I chased?" and
receiving no answer to this swung round and
showed her broadside. The German cruiser
then sheared off and offered no explanation.
It is to be noted, says our correspondent,
that the *Ocean* altering her course slightly
the *Hertha* followed; hence the suggestion of
being chased. Our Weihaiwei telegram was
treated, in the absence of corroborative re-
port, in certain quarters, as a mere "story."
It must, however, be seen that from the state-
ment we are now furnished with by our cor-
respondent with the British fleet in Northern
waters, that our original report is borne out
in point of substance as well as in all its
details.

LOCAL AND GENERAL.

DESERTIONS from Port Arthur are said to be
very frequent.

The German mail of the 21st July was delivered
in London on the 20th inst.

The maximum temperature at Kobe on the
8th was almost 99°, the highest recorded in 28
years.

The Russians are still enlisting Chinese as
soldiers and railway guards, paying them \$12 a
month.

The *Japan Times* estimates the Russian losses,
to date, in killed, wounded, missing, and sick,
at 50,000.

RUSSIAN refugees who have arrived at Tientsin
report that the garrison at Port Arthur is living
on horseflesh.

The account of the *Retshitelni* incident, in the
Chefoo Daily News, is very much against
the Japanese.

SIR Robert Hart issued a notification that the
export duty on tea will be 5 per cent ad
valorem.—*Universal Gazette*.

The military administration at Yingkou (New-
chwang), under the inspection of Major-General
Fukushima, is working effectively.

H.M.S. *Terrible* left yesterday, with the relief
for Weihaiwei.

ACCORDING to the *Chefoo Daily News* the
Askold and *Groszovoi* tried to get into Tsingtao,
but were kept off by the Japanese, and were
obliged to come on to Shanghai.

H.M.S. *Taku* is now in the Kowloon and
Whampoa Dock, undergoing her periodical
overhaul, when she will receive a new coat of
paint, and then return to her station.

H.M.S. *Sirius* arrived yesterday from the
South. She went down to Singapore to convey
time-expired men to H.M.S. *Talbot* going
home and after remaining there a little time
returned to duty here.

THE *China Times* says that the joint
preparations were being made by Generals Oku
and Kuroki to attack Kuropatkin's main posi-
tion at Liaoyang this week. The Japanese
base has been moved to Paicheng.

IN connection with the Shield Competition an
exciting game of water polo was to be played
this evening between teams representing the
Sherwood Foresters and the Garrison Artillery
respectively, at the V. R. C. enclosure.

MR. J. H. Kemp, second Police Magistrate,
was sworn in at 10 o'clock this morning, as
Deputy Registrar of the Supreme Court, but
he will continue to act in his present appoint-
ment, until the return from furlough of Mr.
Hazelard, in November next.

THE Korean Emperor and the Crown Prince
have contributed the sum of ¥100,000 toward
the relief fund for the assistance of the families
of Japanese soldiers at the front. Prince Ei
and Princess Gun have contributed ¥5,000 to-
ward the same fund. The money was handed
over to the Japanese Minister at Seoul on the
7th inst.—*Mainichi*.

THE Chief Justice (Sir William Meigh Good-
man) and the Puisne Judge (Mr. T. Scrimgeour
Smith) will deliver judgment on Wednesday
morning, in an interesting local land case in
which certain Chinese wished to have deter-
mined the respective rights of themselves and
the defendants in regard to a certain portion of
the Praya Reclamation. It is an appeal from a
former judgment of the Chief Justice.

TRULY there is a providence that looks after
the life of the Chinese coolie. This was well
exemplified yesterday, when a coolie was work-
ing on the tram-line at Des Vaux Road, West,
laying concrete on the road—way between the
lines. Notwithstanding that the bell of an ap-
proaching car was kept continuously ringing,
the coolie paid no attention but went stolidly
on with his work, until the car was almost upon
him when he suddenly rose in front of the car
and was knocked down, but in such a way as
to fall clear of the lines. Thus he miraculously
escaped without any broken bones, but was
very seriously bruised and shaken, though
when picked up by an inspector of police, he
could not be made to understand that it was
all his own fault. He was removed to hospital
where his hurts were attended to, but it was
not considered necessary to detain him.

SOME two weeks ago we called attention to
the nuisance which is maintained along the
Praya Central and West, by coolies carrying
powdered lime in open and uncovered baskets.
This morning a case occurred which justifies
the very strongest remarks on this subject. A
string of rickshas in which were two European
ladies and a little girl, all dressed in deepest
mourning, was proceeding along Des Vaux
Road, from west to east, when the axle-box of
the front ricksha collided with a basket hang-
ing from a coolie's carrying pole, with the
result that a cloud of powdered lime rose, and
completely enveloped the occupants of the
second and third vehicles. There is an Ordinance
providing for the manner in which such
goods shall be carried. Why is it, then, not
enforced? A man carrying dynamite is never
overlooked, however carefully he may be carry-
ing it, and is severely punished, and the dan-
gerous article confiscated.

SPECULATION is rife among the Police Force
as to when, if ever, the accommodation for the
constables is to be improved and made fit for
Europeans' occupation. At present it is no white
better than that provided for the Indian and
Chinese constables; the canteen is a mere
cupboard, while as to any recreation rooms
for their hours off duty they are conspicuous
by their absence. Nor is it only of the quarters
that complaints are reasonably made. The
Court-rooms are so small and dirty that the
Magistracy as to be a disgrace to the Colony.
There is no room whatever for the people
interested in cases to be heard, either as parties
or witnesses, and the unpleasant sight is fre-
quently seen of delicate ladies being compelled
to either walk up and down the small crowded
verandah outside the Courts, hustled and jost-
led by dirty evil-smelling natives, or to sit in
the Court room and hear unsavoury details of
cases unfit for refined ears. If a man is arrested,
on even the pettiest charge, some half dozen
of his friends crowd up to the Court, for no
other reason than pure curiosity, and thus help
to swell the unnecessary crowd of cigarette-
smoking, expectorating and jabbering natives.
There is a notice on the gate at the entrance
to the Court-rooms, stating that there is no
thoroughfare except for Court officials, and
those having business there-in, but nobody is
ever refused admittance, and thus the Courts
are crowded, the verandahs are crowded, and
the passage ways are crowded with a very
undesirable mob of the lowest type of coolies.
There is, moreover, no accommodation for mem-
bers of the press who frequently have to stand
about, and attend to their business as best
they can, while other loafers usurp seats never
provided or intended for them. A little attention
on the part of the authorities to these points
cannot but be of advantage to the Magistracy,
those having business in the Courts, the police,
and the interested public alike. As it is, the
whole surrounding of the Central Station and
Magistracy are disgraceful.

It is stated that the *Calchas* was warned in time
by the *Lyra*, and is making her way slowly to
Hongkong.

ANOTHER coolie was placed before Mr. Gom-
perz this morning for placing stones on the
line of the electric tram cars yesterday. He
said he "wanted to see what would happen."
What "happened" was a severe rebuke from
His Worship, accompanied by a fine of \$50 or
six months' hard labour, and six hours in the
stocks.

H.M.S. "HUMBER"

WITH RUSSIAN REFUGEES

ARRIVES IN THIS COLONY.

H.M.S. *Humber*, supply ship to H.M.'s
squadron on the China station, arrived in the
harbour at 1 a.m. to-day, bringing the four
officers and 61 men of the Russian destroyer,
Bonaparte, which was chased by the Japanese
on the 17th inst., and so badly damaged that she
had to be beached in Yungching way, and whose
officers sought an asylum on the *Humber*. These
men were transferred this morning to H.M.S.
Tannar, relief ship for the China station, where
they now repose in a state of *dolce far niente*,
and enforced inactivity, and where they will
remain pending the decision of the Home
authorities as to their ultimate destination. The
term "surrendered Russians" has been used in
connection with these men, but that is, of course,
incorrect. There was no surrender, but when the
destroyer *Bonaparte* was beached they sought,
and obtained, sanctuary on the *Humber*,
which, of course, could not turn them over to
either belligerent, and which was accordingly
ordered to convey them to Hongkong. On the
voyage down the men sustained an attitude of
reserve and reticence, having nothing to say to
the officers or men. They gave no trouble,
and only expressed gratitude at their kindly
treatment by the Britishers. The *Humber* left
Weihaiwei on the 14th inst., and later had to
put into the Yangtze for 36 hours to get out of
the way of the typhoon. She passed H.M.S.
Terrible bound north on Sunday, and H.M.S.
Rosario going into Swatow. H.M.S. *Humber*
leaves for the north again on Saturday next.

(From Our Naval Correspondent.)

Weihaiwei, August 12th.

A Russian officer came aboard the flagship
to-day and reported that he and his men had
walked forty miles along the coast from their
destroyer which had run ashore while being
chased by three Japanese destroyers off Shan-
tung, and had then been blown up by them-
selves. He said he had afterwards fallen in
with a shooting party from H.M.S. *Abdier*, who
guided them to Weihaiwei. They have been
sent aboard the *Humber* for shipment to Hong-
kong.

FURTHER DETAILS.

Two Russian torpedo boat destroyers were
ashore near Weihaiwei, and over 60 of their
crew were saved by the British warships and
are to be sent to Hongkong.

A Weihaiwei telegram says that a Russian
torpedo boat went ashore between Shantung
promontory and Yungching Bay and was then
blown up and all the crew came to Weihaiwei.
The commander of the Russian destroyer came
to Weihaiwei by sampan and asked the British
fleet for succour and the British admiral sent a
small ship which brought back four officers
and 61 petty officers and men. It was about
midnight of the 12th August. To-day a
British vessel is going to take them to Hong-
kong. The commander of the Russian war
ship was pursued by the Japanese, but he had
no casualties on board.

The position where the destroyer went ashore
is between Shantung Promontory and
Weihaiwei, or some say it is one mile from
Shantung Promontory, others say it is 20 miles
from Weihaiwei. The commander went ashore
and then asked for rescue from the British
Fleet.

The Russian destroyer which was destroyed
near Shantung Promontory is the *Brusilov*.
Though it was at first reported that two des-
troyers were destroyed, this was incorrect. The
mistake was caused in the following way. A
British steamer passed the wreck when a
British destroyer was there rescuing the men
and the steamer thought both of them were
Russians.

This afternoon (14th) the *Humber* left Wei-
haiwei for Hongkong with the Russian crew of
the destroyer *Brusilov* on board.

Rear Admiral Matusevich of the *Tsarevitch*
died after being at the hospital.—*Universal*
Gazette.

H.M.S. "LEVIATHAN"

NEARLY READY FOR SEA.

H.M.S. *Leviathan* will not occupy her berth
in the Kowloon Docks for more than another
two or three days. The repairs on her bottom
are now practically completed; all the dam-
aged plates have been re-rolled and replaced
in position and the riveting of them is nearly
finished, after which all that remains to be
done is the usual testing of the new rivets and
the necessary painting of the hull. All the in-
ternal small repairs have been done much
more expeditiously than the dock authorities
at first anticipated, and it will barely be four
weeks from her entry to the time of her dis-
charge.

THE WEATHER.

The following report is from Mr. J. I. Plum-
mer, Chief Assistant of the Hongkong Obser-
vatory:—

On the 22nd at 11.0 a.m. The barometer has
fallen in Formosa and in the neighbourhood
of the Formosa Channel and risen very slightly
elsewhere.

The depression referred to yesterday is
caused by a typhoon at present situated near
the eastern end of the Rialling Channel and
moving towards the W.N.W.

Fresh to strong N.E. winds may be expected
in the Formosa Channel and moderate W. to
N.W. winds in the northern part of the China
Sea.

Forecast:—Moderate E. to N.E. winds, fine.

TELEGRAMS.

THE WAR.

THE "RETSHITELNI" INCIDENT.

JAPAN'S ATTITUDE.

CHINA'S NEUTRALITY DEFINED.

Mr. M. Noma, Consul for Japan, has kindly
forwarded to us the following telegrams:—
SHANGHAI, 22nd August,
1.40 a.m.

Following is a statement of the attitude
we take regarding the Chefoo incident.

The status of China in the present
struggle is wholly unique. Nearly all
military operations are being carried on
within her borders and she is no party
in the present conflict. Nevertheless, her
territories are partly belligerent and partly
neutral. That condition of things, in
view of international law, is anomalous
and contradictory. In this case, it is
created of special understanding to which
the belligerents have given their adhesion.
With a view of limiting the area of hostilities
in the interest of foreign intercourse and the
general tranquillity of China, the Japanese
Government have engaged to respect the
neutrality of China outside of regions actually
involved by the war. Provided Russia made
a similar engagement and carried it out in
good faith the Japanese Government con-
sidered they were precluded by engagement
from occupying or making use, for warlike
purposes, of any of the territory or ports of
China outside the zone which made the
theatre of war, because it seemed to them
that any such occupation and use of
neutral Chinese territory or ports by Russian
forces would give effect to the proviso of the
Japanese engagement, and justify her in
considering the territory or ports so oc-
cupied as belligerent. In other words, the
Japanese Government hold China's neutral-
ity imperfect, and applicable only to places
not occupied by the armed forces of either
belligerent, and that Russia cannot escape
the consequence of unsuccessful war by
moving her army and navy into those por-
tions of China which, by arrangement, are
made conditionally neutral.

The *Retshitelni* escaped from Port
Arthur and sought, in Chefoo, an asylum
from attack which her home port had
ceased to afford her. In taking that
step she was guilty of a breach of the
neutrality of China as established by agree-
ment between the belligerents, and Japan
was fully justified in regarding the harbour
of Chefoo as belligerent so far as the in-
cident in question is concerned. With the
termination of the incident the neutrality of
the port is revived.

The action taken by Japan in Chefoo was
a direct natural consequence of Russia's dis-
regard for her engagement, but it is not alone
in this matter nor alone in Chefoo that Rus-
sia has flagrantly violated China's neutrality
and ignored her own engagement.

Shortly after the investment and isolation of
Port Arthur a system of wireless telegraphy
was installed between the beleaguered for-
tress and the Russian Consulate at Chefoo.

This system is still in operation notwith-
standing the repeated protest of the Japanese
Government.

At Shanghai, at the beginning of the war,
the Russian gunboat *Mandjow*, in defiance
of China's neutrality, remained at the port
weeks after receiving notice to leave from
the Chinese authorities. She, finally, after
long negotiations consented to disarmament.

Again, the Russian cruiser *Askold*
and the destroyer *Groszovoi* have now
been at Shanghai more than a week and
refuse to leave or disarm. The
Japanese Government have no intention of
disregarding the neutrality of China so long
as it is respected by Russia; but they cannot
consent that Russian warships, as the result
of broken engagement and violated neutral-
ity, shall, unchallenged, find in the har-
bours of China, safe refuge from capture or
destruction.

The statements of the commander
of the *Retshitelni* that his ship disarmed
upon arrival at Chefoo is untrue. The ves-
sel was fully armed and manned when she
was visited by Lieutenant Terashima in the
early morning of the 13th inst.; but, in any
event, disarmament would not fulfil the re-
quirements of China's neutrality regulations,
and it was for China, not Russia, to decide
whether the alternative of disarmament
was acceptable.

It has been suggested in many quar-
ters that the present case may be com-
pared with the case of Florida among
others, but the Japanese Government draw
a clear distinction between the two events.
The neutrality of Brazil was perfectly uncon-
ditional and the port of Bahia, a long dis-
tance from the seat of war; whereas the
neutrality of China is imperfect and condi-
tional and the port of Chefoo, in close
proximity to the zone of military operations.

Reports of Japanese and Russian offi-
cers, who took part in the Chefoo incident,
agree that the *Retshitelni* was the aggressor
first to commence hostilities which resulted
in her capture. That fact would, the Japa-
nese Government believe, deprive Russia of

any grounds for complaint which she might
possess if the lawfulness of the capture were
otherwise.

In this respect, the present case resem-
bles the cases of the American privateer
General Armstrong and the British ship
Anne.

The case of the *Retshitelni*, though in
itself of trifling moment, involves a principle
of paramount importance. Experience has
shown that China will take no adequate
steps to enforce her neutrality laws. If in
these circumstances, the *Retshitelni* could
make Chefoo a harbour of refuge then the
great ships of Russia might do the same and
nothing would prevent those ships issuing from
their retreat to attack Japan. The necessity
for guarding against such an eventuality is too
commanding and too overwhelming to per-
mit of the *Retshitelni* case standing as a
precedent.

This incident will in no way affect for-
eign commerce or disturb the general situa-
tion in China. It merely serves as a no-
tice to Russia that she must keep engage-
ments in the future.

RUSSIAN CRUISER SUNK

NORTH OF JAPAN.

TOKIO, 21st August, 4.35 p.m.

The *Novik*, en route to Vladivostok, was
sunk by our cruisers at Korsakoff, Saghalien,
on the 21st instant.

The details are not yet reported.
[The *Novik*, which was damaged at Port
Arthur at the outset of the war and which,
according to a Tokio wire, intended to join the
Vladivostok squadron by the Pacific route, was
a cruiser of the small class of the Russian
Navy having a displacement of 3,200 tons.
Her length was 327 ft., beam, 41 ft., draught,

TELEGRAMS.

The Seizure of the "Retshitelny."

LONDON, 19th August.
The Morning Post states that Japan's answer to Russia's protest re the seizure of the *Retshitelny* was yesterday communicated to Great Britain and the United States. Japan refuses to surrender the destroyer and justifies the seizure, declaring that the ship had re-coaled in readiness to escape. The answer recapitulates Russia's violations of China's neutrality, including the wireless telegraphy at Cheloo.

LATER.

The Baltic Fleet.

The Baltic squadron, composed of eleven ships, left Libau on the 15th instant, accompanied by several colliers and two floating docks for repairs at sea. Admiral Rozhitzky, in command, starts on the 3rd prox. Military experts in Germany take an extremely pessimistic view of General Kuropatkin's prospects; which views are shared by the army organ, *Militär-Wochenblatt*.

20th August.

It is stated, in competent quarters in St. Petersburg, that the Baltic squadron cannot leave for the Pacific before the 28th September, the recent departure from Libau must have been for trials. It is now even doubted whether the squadron will sail at all for the Far East.

Russian Cruisers.

The *Daily Mail's* correspondent at Las Palmas wires that the German collier *Valencia* has left for Cape Juby, to coal a Russian cruiser.

The "America" Cup.

The papers publish an interview with Sir Thomas Lipton implying that a fourth challenge for the *America* Cup will be despatched.

THE V. R. C.

INTERESTING SWIMMING FETE.

Favoured by brilliant weather, the aquatic sports promoted by the committee of the Victoria Recreation Club on Saturday afternoon, proved most enjoyable, and the various items were keenly followed and appreciated by the large and distinguished gathering assembled. The general arrangements were efficient, carried out by Messrs Meek, Hance and Austen (handicappers), Caldwell and Meek (starters), Chapman and Mitchell (judges), and E. M. Hazeldine (timekeeper), whilst Mr. Harold C. Austen deserves every praise for his assiduity in looking after the guests. The prizes which were distributed at the close by Mrs. G. A. Caldwell, were exceptionally interesting and did much to engender that wholesome spirit of competition and rivalry without which no sporting events are interesting. The results were as follows:—

TWO LENGTHS.

4 p.m.—A handicap. Two prizes. Only firsts of heats to swim in final.

Heat 1. "Go" J. E. Ellis 5.8
A. Loureiro 7.5
W. G. Goggin 5.8
E. Humphreys 9.5
J. W. Bains 7.5
H. A. Lammett 10.5
C. F. Oorrio 11.5
R. C. Wittell 15.5
N. H. Alves 15.5

Heat 2. "Go" J. E. Ellis 5.8
P. M. Remedios 5.8
F. P. Musso 2.5
L. E. Lammett 5.8
A. C. F. Oorrio 6.5
A. J. V. Ribeiro 9.5
A. V. Barros 8.5
R. Lapsley 15.5
J. C. Wittell 14.5

The winners of the various heats were F. Ellis, C. Humphreys, P. M. Remedios, and F. P. Musso and A. V. Barros dead-heaters. In the final A. V. Barros covered the course just ahead of P. M. Remedios in 40 seconds; good time. The others gave up.

DIVING FOR PLATES.

Two prizes. Entries: R. C. Wittell, J. E. Ellis, F. M. Rosa Pereira, E. Humphreys, J. Wittell, J. H. R. Hance, N. H. Alves, A. J. V. Ribeiro, A. Loureiro, O. F. Oorrio, J. T. Andrews, and C. J. Cooke.

This was an interesting and withal amusing event, as all the entrants were in good form. C. J. Cooke was declared the winner with F. M. Rosa Pereira the runner up.

HURDLE RACE.

Two lengths. Competitors to go over four floating poles each way. Two prizes. The starters were:—
F. Ellis "Go"
L. E. Lammett 5.8
J. W. Bains 7.5
J. H. R. Hance 8.5
A. J. V. Ribeiro 9.5
E. Humphreys 9.5
R. C. Wittell 15.5
N. H. Alves 15.5

This was also good fun. L. E. Lammett winning with F. Ellis second. If Bains had not allowed his jaw to collide with the last hurdle he would undoubtedly have secured the second prize.
Time, 51½ seconds.

BOYS' RACE.

Boys nine to 14 years. A 2-length handicap. Sons and brothers of members only. Two prizes. The starters were:—
Albert Ellis "Go"
Arthur Ellis 5.8
William Musket 12.5
George Wittell 14.5
Arthur Ellis got home first, young Musket notwithstanding his size having to concede too much time. The two lengths were covered in 6½ seconds.

TEAM RACE.

Four teams:
C. J. Cooke (Capt.)
R. Lapsley
W. G. Goggin
F. M. Rosa Pereira
W. T. Andrews
G. B. MacDonald
F. Ellis
J. Wittell (Capt.)
A. V. Barros
H. N. Lammett
J. A. S. Alves
J. M. Brito
E. P. Musso
L. E. Lammett
N. H. Alves' team was first, with J. Wittell's team second.

WATER POLO.

White v. Blue. The teams were:
R. C. Wittell (Capt.)
C. Humphreys
A. Loureiro
J. V. Ribeiro
A. M. Rosa Pereira
E. Humphreys
F. M. Rosa Pereira (goal)
L. E. Lammett (goal)
This concluding item was of a particularly interesting character and many indeed were the "flutters" in connection therewith. The "Blues" started strong favourably and justified their selection by winning by two goals to one. It was not however so much of a walkover as the majority of those present predicted. For Pereira in goal showed himself to be a custodian of no mean order, and frequently evoked applause by his clever saves.

BRITISH DESTROYER.

UNDER RUSSIAN FIRE.

(From Our Naval Correspondent.)

WEIHAIWEI, August 12th.

The rumour, which has been circulated here, to the effect that the British torpedo boat destroyer *Whitely* was fired on by the Russians has been confirmed.

She was not hit, as reported; in fact, none of the shots fell very close to her.

[This is the first we have heard of the occurrence, and although inquiries have been made from those most likely to have any news of the affair, we have been unable to secure any corroboration whatever. We might add that our correspondent, who is with the fleet, has exceptional facilities for obtaining information, and we have no reason whatever for doubting the accuracy of his report.—Ed., H. K. T.]

"AGINCOURT'S" CREW.

ARRIVES SAFELY IN HONGKONG.

The great anxiety of the captain and the friends of the officers and crew of the s.s. *Agincourt* was entirely relieved on the arrival this afternoon of the s.s. *Hotho*. It will be remembered by our readers that when the s.s. *Agincourt* stranded on Hainan Island, on the 1st inst., the chief and third officers and the crew went off in a junk to Hoihow to report the occurrence, since when, up till to-day, no news was heard from them, and the captain, in his anxiety, applied to Government to have a boat sent out in search of the missing men, who, it was feared, might have met with pirates, or been stranded on some unfrequented portion of the coast. Arrangements were being made to that effect, when the missing men turned up safe and well, after two weeks' stay in Hoihow. From their account they found that telegraphic communication, between that and this port was interrupted, so that there was nothing for them to do but to wait in patience for the next steamer for Hongkong. It may be remarked that in the terrible typhoon which drove the *Agincourt* ashore, the Captain and officers lost much of their property through sea-water damage.

RAILWAYS IN SOUTH CHINA.

CANTON-MACAO LINE.

The building of a railway between Macao and Canton has been arranged between the Portuguese Minister and the Waiwupu to the effect that whereas China can establish a Customs to take control of opium the Portuguese will build the railway. The Portuguese Minister and Natus signed the agreement to that effect, but as to the establishment of the opium customs there is a point undecided at the Portuguese parliament. It will be carried out after having been further discussed, says the *Universal Gazette*.

CANTON TO HANKOW.

A Peking dispatch states that, thanks to the energy and diplomatic ability of H. E. Sir Chentung Liang Ching, K.C.M.G., Chinese Minister at Washington, the U.S. Government have consented to see about the entire withdrawal of Belgian capital, as well as Belgian management, from the Yüeh Han, or Canton-Hankow Railway.

YUNNAN LINE.

The French railway, in Yunnan, is progressing slowly, impeded by red tape, says a correspondent of the *N. C. D. News*. The elaborate machinery devised and the host of officials resident at Méngtse are a great hindrance to the rapid progress of a really great scheme. Coolies will not come in any numbers. The report has gone out that the overseers do not deal fairly with the men and wages which though high in name diminish rapidly before they reach the rightful recipient do not attract the sober but calculating Yunnanese.

THE BRITISH RAILWAY.

On dit, adds the correspondent, this railway is to be built after all. Will wonders never cease?

SHANGHAI: A REFITTING PORT.

The advent of the two damaged warships, the *Askold* and the *Grosvonts*, to the waters of the Huangpu has added to the importance of Shanghai as a refitting port. At the Cosmopolitan dock the din of hammering is incessant and the work of repairing the *Askold* is progressing with much rapidity. The same on a smaller scale is the case with the *Grosvonts*: whose boilers are undergoing a thorough and much needed overhaul. Both vessels are periodically visited by the Harbour authorities who, no doubt, see that the armament is left severely alone and that the repairs are confined to the hull and engines only, in accordance with the rules of International law as understood by China. The *Askold* in order to make her seaworthy needs even more extensive repairs than would at first appear and the work of refitting is likely to occupy some time, but care is taken to keep secret the date at which the repairs will be completed.

Though a rumour was current that the Japanese intended taking independent action relative to these vessels no intimation has been received to that effect at Messrs. Farham Boyds' from either Consular or other authority.—*Shanghai Mercury*.

THE *N. C. D. News* correspondent at Kweilin hears that Viceroy Tsen of the Two Kwang, who hurried thither on receipt of the news of the revolt of Government troops and the imminent danger of the capture of the city, journeyed overland and so took the place by surprise. He is a native of Kweilin and, knowing his way about, rode in alone late at night. The troops were to follow.

THE HONGKONG AND WHAMPOA DOCK CO., LTD.

EFFECT OF THE WAR.

The ordinary half-yearly meeting of shareholders in this Company took place at the offices of the Company, Queen's Buildings, at noon to-day. The Hon. Sir C. P. Chater, C.M.G., occupied the chair, and amongst those present were Messrs. A. A. Siebs, Hon. W. J. Gresson, E. Goetz, A. Haupt, H. P. White, E. S. Wheeler, J. S. van Buren and E. W. Tilden (Directors), W. B. Dixon (Chief Manager), T. I. Rose (Secretary), A. V. Apar, O. E. Arculli, G. M. Bain, H. F. Carmichael, J. A. Chino, Chau Siu Ki, W. A. C. Cruickshank, H. M. S. H. Esmail, D. Haskell, Ho Tung, J. W. Jameson, J. J. Leiria, D. Macdonald, J. R. Michael, M. H. Michael, S. H. Michael, S. J. Michael, R. Mitchell, A. G. Morris, W. Parlane, G. H. Potts, H. Schubart, T. Skinner, P. Smith, J. W. R. Taylor, C. H. Thompson, R. C. Wilcox, H. P. White, A. G. Wood, Capt. J. Young, Ho Kom Tung, Lo Cheung Ip, Lo Cheung Shiu, Ho Shai Wing, Ng Tat Heung, Pun Chee Ting, Wong Man Hui, Fong Tsz Chit, Fung Mak Heung, Wong Wing Ting, Chiu Sui Nam, Yui Ka, Pui A Ching, and others.

The Secretary having read the notice calling the meeting.

The Chairman said:—Gentlemen,—As the report and statement of account has been in your hands for some time, I will, with your permission, following our usual custom, take them as read. The net profit for the half year ended 30th June, 1904, amounted to \$539,446.98 to which must be added the sum of \$25,340.69 brought forward from last account, and, after deducting directors and auditors' fees, there remains for appropriation \$544,037.67 as compared with \$817,940.04 for the previous half year. The increase, however, in earnings is more apparent than real, for I must not forget to mention that it includes the profit on the sale of the steam-tug *Fame*, some thirty thousand dollars on the book value. But though the actual earnings have been somewhat less, they have, I consider, been very satisfactory considering the circumstances. I allude to the falling off in the tonnage docked owing to the Russo-Japanese war. There was a slight increase in the first three months compared with the same period in 1903, but in the latter three months of the half-year there was a decline of some 30,000 tons—a decline we must expect to continue more or less, I fear, so long as the war lasts. Out of the sum available for appropriation the Board propose, with your concurrence, to pay a dividend of 12 per cent. and a bonus of 4 per cent. on capital, absorbing altogether \$400,000; to write \$55,937.85 from the value of the Kowloon Dock, \$1,800,000 from that of the Cosmopolitan Dock, and \$10,738 from Floating Plant, and to carry forward the balance of \$59,471.73 to new account. The directors trust these proposals will meet with the approval of the shareholders. Turning to Capital Account, it will be remarked that during the period under review the value of material on hand has increased some \$220,000. This, I may explain, is accounted for by the bulk of the material for the new Yangtze river steamer and the surveying vessel for the Philippine Government in course of construction being included in the stock. The contract made with the Admiralty in December last for a thorough refit of H.M.S. *Glory* was successfully completed within the contract time, to the satisfaction of the Naval Authorities. The reconstruction of the old machine shop and its adaptation for a central power station is now complete, and the engines there installed drive all the machines and cranes in the engine works, while the No. 1 dock is lighted from the same source, and this electric light is now being used at night to facilitate the repairs to H.M.S. *Leviathan*. Further considerable extensions of power and lighting are proceeding. This installation has been successfully effected without any stoppage of business, and it is confidently expected that as the electric drive is further extended economies in coal and water and wear and tear will become more and more apparent. With regard to shipbuilding, the provision of improvements in the handling and transport of materials is under consideration, and in the near future the erection of a permanent shed or sheds in lieu of the inflammable and short-lived matted hitherto in use will no doubt follow. As already mentioned, the steam-tug *Fame* has been disposed of at a price showing a good profit. It has since been decided to replace her by a smaller vessel with modern machinery to work with the *Robert Cooke*, as an increasing number of vessels require to be towed by two tugs, apart from which fact she can always be usefully employed. The dredger *Canton River* continues to find employment from time to time, as the accounts will show. A block of old houses abreast of the power house and boiler shop which had long been desired for extensions has recently been purchased, and their removal will secure an area of some 30,000 feet of land for such extensions of the works as may from time to time be considered desirable. I am glad to say that the prospects for the present half-year are, under the circumstances, very satisfactory, as can reasonably be expected. I think, gentlemen, there is nothing more to call for special reference, but I shall be pleased, before proposing the adoption of the report and accounts, to answer any questions any shareholder present may wish to put.—(Applause.)

Mr. R. C. Wilcox, in seconding, said:—Mr. Chairman and Gentlemen,—I think the shareholders have good reason to be satisfied both with the report presented and with the return on capital proposed. The dividend and bonus constitute a very fine rate of interest, and speaking personally I must confess I consider it larger than should be paid, having regard to the ups and downs attending an undertaking of this nature. I submit that it would have been more prudent to content ourselves with a bonus of 2 per cent. rather than the 4 per cent. proposed, and to carry a larger sum forward in a liquid state. I notice that the sum of

\$45,491.69 was paid for interest last half-year, from which I infer that our debit balance at the Bank is habitually large, and it will, presumably, be augmented by another four lakhs upon payment of this dividend and bonus. I do not think, in view of the impending completion of the Naval Dockyard extension, that it is wise to pay such large dividends. I am, of course, well aware that the Dock Company is in a very strong position, that its property is written down to a very low figure, and that the less we should refrain from exacting the last cent of profit. I am not criticising the action of the Board, for I am aware that the large bonus recommended was due to the expressed wish of many shareholders, but I want, here and now, to utter a warning note on this policy. I have seen some startling fluctuations in the stock of this company, which ought to be almost as steady as Time—to be, in fact, what it was once mistakenly called, the Consols of Hongkong. What all industrial concerns need is either an equalisation of dividends fund, or a large cash balance on which they can draw in a bad or disastrous year. I would like to see the shareholders exercise a little self-denial for a few years, and go to work to steadily build up such a fund. It would help to strengthen the position of the Company and inspire confidence in the minds of investors. But I must not tire your patience with mere advice. I congratulate the Board on the excellent report placed before us to-day, especially when we consider that these gratifying results have been achieved in a period of commercial depression and in the midst of war's alarms. I congratulate the shareholders on the care, attention and detail, given by the Chairman and Board of Directors on the conduct of our affairs. With these few remarks I beg to second the adoption of the report and statement of accounts.

No questions being asked, The resolution was put to the meeting and carried unanimously.

The Chairman said that was all the business, and that dividend warrants would be ready to-morrow morning.

CHINESE LIBEL ACTION.

At the Supreme Court this morning before the Puisne Judge, Mr. T. Sercombe Smith, a Chinese rice merchant sued his clansman, also a rice trader, for the recovery of \$1,000 damages for libel.

Mr. E. H. Sharp, K.C. (instructed by Messrs. Deacon, Looker and Deacon) appeared for the plaintiff, Chan Lai Ng, and Mr. John Hastings for the defendant, Chan Po Sun.

The plaintiff, a trader of 96, Connaught Road West, formerly, so he alleged, owned a \$500 share in the business of the Man Fung rice firm in his long name of I Yik Tong, and defendant was a trader at 274, Des Vaux Road. Defendant falsely and maliciously wrote and published an advertisement in the *Canton Times*, a Hongkong paper, certain words concerning the plaintiff in the Chinese language. A literal translation of the said words was "It is notified that the Man Fung rice shop, at Sai Ying Pun, has been established since the Ki Hoi year of Kwong Sui, and I, Chan Po Sun, and my clansman Chan Lai Ng using the name of I Yik Tong own a share of 1500 in the capital. In recent years the Man Fung has made a little surplus profit, and unexpectedly Chan Lai Ng cherishes an evil mind, and actually treats the whole of the partnership agreement and the share and interest in the Man Fung as his own." Similarly the defendant published a second advertisement in the same newspaper certain other words concerning the plaintiff in the Chinese language. A literal translation of these words was "I respectfully and clearly state the matter from the beginning to the end of the swallowing up of the Man Fung rice shop by Chan Lai Ng, who finding that the business of the Man Fung has been profitable for years continuously suddenly becomes evil minded and desires to swallow up my (Chan Po Sun's) share. The partnership agreement of the Man Fung had all along been kept by Lai Ng himself and therefore relying on this he swallows it up." Defendant never had any share in the business. The advertisements meant and were so understood by the persons who read them that the plaintiff was guilty of dishonest conduct respecting the Man Fung business and that he fraudulently tried to acquire for himself the said business or the said share and that he employed deceitful means to that end.

The defendant denied that the plaintiff ever owned one \$500 share in the business of the Man Fung firm in the name of I Yik Tong, or that I Yik Tong was the long name of the plaintiff, and said the \$500 share in the said business in the name of Chan I Yik Tong was owned to equal shares by plaintiff and himself. Defendant admitted that he wrote and caused to be published in the *Canton Times* for the purpose of notifying to all persons interested that the plaintiff did not own the whole of the \$500 share. He further denied that the words were false or malicious. He denied that the translation was a literal one, or that the said words meant or were understood by those who read them that the plaintiff was guilty of dishonest conduct respecting the Man Fung business or that he fraudulently tried to acquire for himself the said business or the said share therein, or that he employed deceitful means to that end. The said words were true in substance and in fact.

A number of witnesses were called and examined at considerable length. The hearing was adjourned at 4.30 until 10.15 a.m. to-morrow.

VICEROY Tsen Chun-huan impeached, the other day Governor Ko Feng-shih, saying that the Governor while having Kwangsi under him, did not suppress the pirates in Kwangsi and the Governor shall be impeached with—*Universal*

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No questions being asked, The resolution was put to the meeting and carried unanimously.

The Chairman said that was all the business, and that dividend warrants would be ready to-morrow morning.

CHINESE LIBEL ACTION.

At the Supreme Court this morning before the Puisne Judge, Mr. T. Sercombe Smith, a Chinese rice merchant sued his clansman, also a rice trader, for the recovery of \$1,000 damages for libel.

Mr. E. H. Sharp, K.C. (instructed by Messrs. Deacon, Looker and Deacon) appeared for the plaintiff, Chan Lai Ng, and Mr. John Hastings for the defendant, Chan Po Sun.

The plaintiff, a trader of 96, Connaught Road West, formerly, so he alleged, owned a \$500 share in the business of the Man Fung rice firm in his long name of I Yik Tong, and defendant was a trader at 274, Des Vaux Road. Defendant falsely and maliciously wrote and published an advertisement in the *Canton Times*, a Hongkong paper, certain words concerning the plaintiff in the Chinese language. A literal translation of the said words was "It is notified that the Man Fung rice shop, at Sai Ying Pun, has been established since the Ki Hoi year of Kwong Sui, and I, Chan Po Sun, and my clansman Chan Lai Ng using the name of I Yik Tong own a share of 1500 in the capital. In recent years the Man Fung has made a little surplus profit, and unexpectedly Chan Lai Ng cherishes an evil mind, and actually treats the whole of the partnership agreement and the share and interest in the Man Fung as his own." Similarly the defendant published a second advertisement in the same newspaper certain other words concerning the plaintiff in the Chinese language. A literal translation of these words was "I respectfully and clearly state the matter from the beginning to the end of the swallowing up of the Man Fung rice shop by Chan Lai Ng, who finding that the business of the Man Fung has been profitable for years continuously suddenly becomes evil minded and desires to swallow up my (Chan Po Sun's) share. The partnership agreement of the Man Fung had all along been kept by Lai Ng himself and therefore relying on this he swallows it up." Defendant never had any share in the business. The advertisements meant and were so understood by the persons who read them that the plaintiff was guilty of dishonest conduct respecting the Man Fung business and that he fraudulently tried to acquire for himself the said business or the said share and that he employed deceitful means to that end.

The defendant denied that the plaintiff ever owned one \$500 share in the business of the Man Fung firm in the name of I Yik Tong, or that I Yik Tong was the long name of the plaintiff, and said the \$500 share in the said business in the name of Chan I Yik Tong was owned to equal shares by plaintiff and himself. Defendant admitted that he wrote and caused to be published in the *Canton Times* for the purpose of notifying to all persons interested that the plaintiff did not own the whole of the \$500 share. He further denied that the words were false or malicious. He denied that the translation was a literal one, or that the said words meant or were understood by those who read them that the plaintiff was guilty of dishonest conduct respecting the Man Fung business or that he fraudulently tried to acquire for himself the said business or the said share therein, or that he employed deceitful means to that end. The said words were true in substance and in fact.

A number of witnesses were called and examined at considerable length. The hearing was adjourned at 4.30 until 10.15 a.m. to-morrow.

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ANOTHER EMIGRANT SHIP.

FOR SOUTH AFRICA.

Closely following on the *Asot*, the s.s

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.

AND

CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"TYDEUS"	24th August.
GLASGOW AND LIVERPOOL	"ANTENOR"	2nd September.
GLASGOW AND LIVERPOOL	"TELEMACHUS"	4th September.

S.S. "TYDEUS" left Singapore for this port on the 19th instant, and is due on the 24th.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP.	"PELEUS"	30th August.
LONDON, AMSTERDAM & ANTWERP.	"GLAUCUS"	13th September.
* GENOA, MARSEILLES & LPOOL.	"IDOMENEUS"	22nd September.
LONDON, AMSTERDAM & ANTWERP.	"TYDEUS"	27th September.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and ALL PACIFIC COAST PORTS.	"TELEMACHUS"	7th September.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 22nd August, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TAKING"	23rd August.
SWATOW, WEI-HAI-WEI, CHEFOO and TIENTSIN	"KANSU"	26th "
SHANGHAI	"WOOSUNG"	29th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	13th September.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT.)

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 22nd August, 1904.

Hongkong-Manila.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 27th August, at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 10th Sept., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 20th August, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship.	Tons.	Captain.	To Sail on
"ARABIA"	4,483	Bahl	August 25th, 1904.
"ARAGONIA"	5,198	Schmidt	September 14th, "
"NUMANTIA"	4,370	"	October 10th, "
"NICOMEDIA"	4,370	Wagner	October 23rd, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M., on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.
FARE.—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5. 2nd Class, \$1; 3rd Class, 50 cents.
On Excursion Sundays, 1st, 2nd, and 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.
WHARF.—At the Western end of Wing Lok Street.
The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.
MING-ON & CO.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 5th January, 1904.

HONGKONG-CANTON LINE.

THE British Steamship
"YING KING,"
Captain E. I. Page, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is excellent.
Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 7 P.M. and returning from Canton every following evening at 5 P.M.
1st Class, \$3.00 for Single Journey.
2nd " " 1.50 " "
Meals 1.00 each.
The steamer's wharf is at the Western end of Wing Lok Street.
YUK-ON S.S. CO., LD.,
No. 216, Wing Lok Street.
WENDT & CO.,
Canton Agents.
Hongkong, 24th June, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.

From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers
"KWONG CHOW".....1,309...J. P. MARTIN.
"KWONG TUNG".....1,238...H. W. WALKER.
Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).
Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).
These Fine New Steamers have unequalled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey \$4.
Meals (Each) 1.

The Company's Wharf is a Short Distance West of the Harbour Master's Office.
SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 17th February, 1904.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,

VIA PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904. About.
"LOWTHER CASTLE" 22nd August.
"ATHOLL" 20th September.
For Freight and further information, apply to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 20th August, 1904.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship
"ERNEST SIMONS"
Captain Bourdon, will be despatched for the above Ports, on or about WEDNESDAY, the 24th August.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.
Hongkong, 17th August, 1904.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PUNDUA,"
Captain will be despatched as above on THURSDAY, the 25th instant, at Daylight.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 17th August, 1904.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
"LOONGSANG,"
Captain G. S. Weigall, will be despatched as above, on FRIDAY, the 26th inst., at 4 P.M.
This Steamer has Superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light and carries a Doctor.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 20th August, 1904.

AMERICAN ASIATIC STEAM-
SHIP COMPANY.

FOR NEW YORK via SUEZ CANAL.

THE Steamship

"EPSOM,"
Captain J. White, will be despatched for the above Port, on or about SATURDAY, the 3rd September.

For Freight, apply to

SHEWAN, TOMES & Co.,
General Agents.
Hongkong, 4th August, 1904.

"SHIRE" LINE STEAMSHIP CO.

FOR HAVRE, LONDON AND

ANTWERP.

THE Company's Steamship
"MERIONETHSHIRE,"
Captain G. C. Candy, will be despatched for the above Ports, on or about WEDNESDAY, the 7th September.
This Steamer has Superior Accommodation for Saloon Passengers.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 11th August, 1904.

Installations.

THE CHINA AND JAPAN TELEPHONE
AND ELECTRIC COMPANY,
LIMITED.

HONGKONG EXCHANGE.

S U B S C R I P T I O N S.

PAYABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES: \$25 Per Quarter.

NO CHARGE FOR INITIAL

INSTALLATION.

N.B.—A Special Charge is made for Lines of more than average length.

DESK TELEPHONES.

For a small additional annual charge Desk Sets can be supplied.

ELECTRIC SUPPLIES.

BATTERIES.

CHEMICALS.

ELECTRIC BELLS,

INSULATORS,

SWITCHES.

TELEPHONES,

WIRE.

&c. &c. &c.

SEND FOR PRICE LISTS.

ELECTRIC BELL INSTALLATIONS.

Estimates given for all kinds of Electrical

Work.

ADDRESS—2, ICE HOUSE ROAD.

W. STUART HARRISON,
A.M.I.C.E.,
Manager.

Hongkong, 12th April, 1904.

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.
PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.,
Hongkong, 10th January, 1903.

THE HONGKONG
STUDIO,

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS AND ENLA-
PING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903.

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN
Ice-House Road.

IS now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a speciality.
Hongkong, 12nd September, 1904.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'ARQUILL STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904.

THE AMERICAN SYSTEM

OF

DENTISTRY.

M. H. CHAUN, D.D.S.,
37, DES VEXES ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th June, 1904.

HONGKONG AVERAGE MARKET

PRISES.

Corrected 16th August, 1904, per 5 Mts.

BUTCHER MEAT.

Beef—Prime cut—Mei Lung Pa	18
" Corned—Ham Ngau Yuk	18
" Roast—Shiu	18
" Breast—Ngau Lam	13
" Soup, Tong Yuk	14
" Steak—Ngau Yuk Pa	18
" Serjoin—Ngau Lau	26
" Sausages—Ngau Yuk Chung	20
Bullock's Brains—Know	9
" Tongue fresh—Ngau Li	45
" Corned—Ham Ngau Li	55
" Head—Ngau Tau	55
" Heart—Ngau Sum	9
" Hump, Salt—Ngau Kin	14
" Feet—Ngau Kerk	8
" Kidneys—Ngau Yiu	8
" Tail—Ngau Mei	16
" Liver—Ngau Con	20
" Tripe (undressed)—Ngau To	15
Calves' Head and Feet—Ngau-chai- tau-keok	75
Mutton Chop—Yeung Fai Kwai	24
" Leg—Yeung Pei	24
" Shoulder—Yeung Shau	22
Pigs' Chidlings—Chi cheong	16
" Brains—Chi Know	12
" Feet—Chi Keik	12
" Fry—Chi Chak	12
" Head—Chi Tau	15
" Heart—Chi Sum	8
" Kidneys—Chi Yiu	7
" Liver—Chi Kon	24
Pork Chop—Chi Fai Kwai	23
" Corned—Ham Chai Yuk	18
" Leg—Chu Pei	24
" Fat or Lard—Chu Yau	18
Sheeps' Head and Feet—Yeung Tau	50
" Keok	50
" Heart—Yeung Sum	6
" Kidneys—Yeung Yiu	10
" Liver—Yeung Con	16
Sucking Pigs, To Order—Chu Chai	24
Suet, Beef—Sang Ngau Yau	22
" Mutton—Sang Yeung Yau	22
Veal—Ngau Chai Yuk	18
" Sausages—Ngau Chai Yuk Tong	15

POULTRY.

Chicken—Kai Chai	28
Capons, Large, Small—Sin Kai	30
Ducks—Ap	17
Doves—Pan Kau	each
Eggs, Hen—Kai Tau	per doz.
Fowls, Canton—Kai	32
" Hainan—Hoi Nam Kai	26
Geese—Ngor	21
Geese, Wild Shanghai—Sheung Hoi Ye	26
Ngo	pair
Musk Deer—Wong Keong	each
Hare—Tu Chai	—
Partridge—Che Khoo	—
Pheasant—Shan Kai	pair
Pigeons, Canton—Pak Kup	each
" Hoihow—Hoihow Pak Kup	21
Quail—Um Chun	—
Rice Birds—Wo Fa Cheuk	dozen
Snipe—Sa Chui	each
Turkeys, Cock—Fo Kai Kung	65
" Hen—Na	50
Wild Ducks, Shanghai, Sui-ap	pair
Teal, Shanghai, Sui Ap Chai	each
Wild Ducks Canton—Sang Shing Sui	—
Ap	per pair

FISH.

Barbel—Ka Yu	14
Bream—Bin Yu	15
Canton Fresh Water Fish—Hoi Sin Yu	14
Carp—Li Yu	9
Catfish—Chik Yu	15
Codfish—Mun Yu	14
Crabs—Hoi	10
Cuttle Fish—Mok Yu	11
Dab—Sa Mang Yu	14
Dace—Wong Mei Lun	10
Dog Fish—Tit Tu Sa	9
Eels, Congor—Hoi Man Yu	14
" Fresh water—Tam Sui Yu	14
" Yellow—Wong Sin	22
Frogs—Tien Kai	38
Garoupa—Sek Pan	45
Gudgeon—Pak Kup Yu	11
Herrings—Tso Pak	16
Halibut—Cheung Kwan Yu	14
Labris—Wong Fa Yu	14
Loach—Wu Yu	9
Lobsters—Lung Ha	32
Mackerel—Chi Yu	10
Mong Fish—Mon Yu	28
Mullet—Chai Yu	18
Oysters—Sang Hoo	18
Parrotfish—Kai Kung Yu	18
Perch—Tau Lo	14
Pike—Fa Paw Poong	9
Plaice—Pan Yu	18
Pomfret, Black—Hak Chong	22
Pomfret, White—Pak Chong	28

Fruits.

Rock Fish—Sek Kau Kung	12
Roach—Chun Yu	7
Salmon, (Cton), fresh water—Ma Yau Yu	12
Shark—Sa Yu	11
Skate—Po Yu	11
Shrimps—Ha	11
Snapper—Lap Yu	11
Solea—Tat Sa Yu	11
Tench—Wan Yu	11
Turbot—Cho Hdw Yu	11
Turtles, small, fresh water—Keok Yu	11
White, Bait—Ngan Yu Chai	11

FRUITS.

Almond—Hung Yau	12
Apples, (California)—Kam San Ping Ko	12
" (Chefoo)—Tin Chun Ping Ko	11
" Small—Hoi Tong	11
" Custard—Fan Lai Chi	each
Bananas, fragrant, Canton—Sang Sheng Heung Chiu	3
" (bridges), Macao—San Heung Chiu	3
Chestnuts, Chinese—Fong Lut	20
Carambola—Yeung Tou	12
Cocoanuts—Yeh Ts	9
Grapes—Sin Tai Ts	12
Lemons, China—Ning-Moong	12
" Amer—Kum San Ning Moong	6
Lichees, Dried—Lai Chi Coa	18
" Fresh, Lai Chi	18
Limes, (Saigon)—Sai Kung Ning Moong	30
Mango, Manila—Lui Sung Moong	5
Mango, Saigon—Sai Kung Moong	—
Mangosteens, San Chuk Ts	30
Oranges, (Canton)—Sang Sheng Tim Chang	30
" Small—Tai Kut	—
" Mandarin—Tim Kut	—
Olives—Pak Lam	6
Pears, (American)—Kam San Shut Li	8
" (Canton), Cooking—Sa Li	25
" (Shanghai)—Sheung Hoi Li	10
Peanuts—Fa Sang	15
Persimmons Large—Hung Chie	15
Pine-apples, 1st quality—Sheung Poon Ti Paw-law	10
" 2nd cooking—Chung-tang Paw-law	—
Platams—Tai Chen	2
Plums, Swatow—Hung Lai	15
Pumelo, Siam—Chim Lo Yau	10
Walnuts, Hop Tou	10
" Green—Sang Hon Tuo	—

Intimations.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

Intimations.

SAVARESE'S SANDAL CAPSULES

Efficient because absolutely pure.
English Oil. Not made of gelatine.
Full directions. All Chemists.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAIRN ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1904.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

ADVERTISING RATES.

(per inch.)

One week.....	\$ 2.85
One month.....	7.50
Two months.....	13.00
Three.....	20.00
Six.....	37.50
Twelve.....	73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts.....	5 per cent
6.....	10
12.....	25

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages at each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOB PRINTING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES

PAMPHLETS

CARDS

CIRCULARS

EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

THE MANAGER,

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road.

H K 1111.

Per Woosung, from Shanghai—Mrs. Meing, Miss Levi, Messrs. Pugh, Tak Lung, and 25 Chinese.

Per Pandua, from Calcutta, &c.—Mrs. Cunningham, Messrs. Davies, McLean, 331 Chinese, and 4 Japanese.

Per Formosa, from London for Hongkong—Messrs. Wall, Leckie and Griffiths. For Shanghai—Hon. Lieut. Short, and Gunner Martin.

Per Loonesang, from Manila—Mrs. E. De Portia, daughter and servant, Mr. and Mrs. C. Franklin, Messrs. M. Ribot, Evario Moren, A. Goldenberg, H. Loran, H. Bull, G. Gursiddila, E. Bargui, and 77 Chinese.

Per Kwanglu, from Shanghai—111 Chinese.

Per Lightening, from Calcutta, &c.—Messrs. B. James, D. J. Ezra, and 500 Chinese.

Per Eastern, from Australian Ports for Hongkong—Dr. H. Blaney, Dr. W. Redmond, Messrs. Headworth, J. Hauron, Capt. de Rosa, Masters E. H. Gutierrez, A. R. Soares, Capt. and Mrs. W. J. Glasgow and child, Mr. and Mrs. J. H. Weir and son, W. Hemphill, H. E. Powell, A. A. Boughton, Mr. and Mrs. Wheeler, Jas. Smith, and 60 Chinese. In Transit—Mr. Jas. Dymon, Miss E. Walsh, Mr. D. Patrick, Mrs. Ashton, Mr. Levey, Dr. Dunlop Moore, Rev. and Mrs. Barnett and child, Mrs. Marshall and 2 children, and 7 Japanese.

Shipping Report.

Str. Triton from Swatow—Fine weather, light N.E. wind.

Str. Louther Castle from Amoy—Fine weather, with N.E. wind.

Str. Loongang from Manila—Moderate E. breeze, fine clear weather.

Str. Haimun from Swatow—Fine weather throughout, light wind, smooth sea.

Str. Chuanang from Manila—Light E. wind and smooth sea throughout, with occasional moderate rain.

Str. Tourane from Yokohama, etc.—Left Woosung on the 19th inst. at 2 p.m., fine weather throughout with light S.W. breeze.

Str. Amara from Saigon—Light variable winds and fine weather to Cape Varella, thence to port strong N.E. winds and sea, fine weather.

Vessels in Port.

STEAMERS.

Anglo-Australian, Br. s.s., 3,581, O. H. Lewis, 11th Aug.—New York via Singapore 11th June, Case Oil.—S. O. Co.

Ataka, Br. s.s., 2,393, J. Park, 18th Aug.—New York via Singapore 11th June, Case Oil.—S. O. Co.

Changsha, Br. s.s., 2,300, T. Moore, 15th Aug.—Sydney via Ports 10th July, Gen.—B. & S.

Deawongse, Ger. s.s., 1,057, Ch. Kimpel, 10th Aug.—Bangkok 4th Aug, Rice.—B. & S.

Empress of India, Br. s.s., 3,034, O. P. Marshall, 16th Aug.—Vancouver 25th July, and Shanghai 13th Aug, Mails and Gen.—C. P. R. Co.

Hailong, Br. s.s., 783, C. A. Mutton, 10th Aug.—Chuciau Anchorage (Bainan) 10th Aug, Salvage Gear.—D. L. & Co.

Gaelic, Br. s.s., 2,691, W. Finch, R.M.R., 10th Aug.—San Francisco 16th July, Honolulu 23rd, Yokohama 9th Aug, Kobe 11th, Nagasaki 12th, and Shanghai 15th, Mails and Gen.—O. & S. S. Co.

Korai, Ger. s.s., 1,908, H. Hirtner, 16th Aug.—Singapore 26th July, and Bangkok 9th Aug, Gen.—M. & Co.

Laertes, Br. s.s., 1,341, J. B. Jackson, 13th Aug.—Salmon 9th Aug, Rice and Meal.—Wo Fat Sing.

Mathilde, Ger. s.s., 678, G. Schlaikier, 20th Aug.—Swatow 19th Aug, Gen.—J. & Co.

Mausang, Br. s.s., 1,644, S. J. Payne, 10th Aug.—Sandakan 4th Aug, Timber.—J. M. & Co.

Orange, Nor. s.s., 1,001, Joh. Dannevig, 10th Aug.—Bangkok 12th Aug, Rice and Rice-meal.—S. W. & Co.

Petrarch, Ger. s.s., 1,252, Ch. Ahrens, 10th Aug.—Salmon 19th Aug, Rice and Rice-meal.—Wing Sing & Co.

Pitsanulok, Ger. s.s., 1,246, C. Fuchs, 20th Aug.—Swatow 19th Aug, Gen.—B. & S.

Quang Nam, Fr. s.s., 710, V. Jean, 17th Aug.—Saigon 10th Aug, Rice and Gen.—B. & S.

Samsen, Ger. s.s., 908, F. Richwaldt, 17th Aug.—Kohrichang (Bangkok) 11th Aug, Rice.—M. & Co.

Shantung, Br. s.s., 1,837, J. Manach, 8th Aug.—Java Ports 30th July, Gen.—B. & S.

Sikh, Br. s.s., 3,216, James Rowley, 6th July.—New York 4th May, Gen. and Case Oil.—D. & Co. Ltd.

Suisang, Br. s.s., 1,776, J. Young, 17th Aug.—Pekalongan (Java) 8th Aug, Sugar.—J. M. & Co.

Taming, Br. s.s., 1,342, Pennefather, 19th Aug.—Manila 16th Aug, Gen.—B. & S.

Tsintau, Ger. s.s., 1,002, O. Koch, 17th Aug.—Bangkok 10th Aug, and Kohrichang 11th, Rice, Wood and Gen.—B. & S.

SAILING VESSELS.

Eclipse, Br. ship, 2,978, J. McBryde, 10th May.—New York 10th Dec, 1903, Case Oil.—S. O. Co.

E. B. Sutton, Am. ship, 1,639, Johnson, 19th July.—Chefoo 20th June, Ballast.—Order.

Evie T. Ray, Am. bq., 918, Katten, 6th Aug.—Manila 10th June, Timber.—Order.

Kentmere, Br. bq., 2,334, Burch, 14th June.—New York 29th Jan, Kerosene.—S. O. Co.

Sokoto, Br. 4-masted bq., 2,193, Wm. Bourke, 1st Aug.—New York 3rd April, Petroleum.—S. O. Co.

Troopgate, Br. bq., 949, A. Hutton, 28th May.—Fremantle 23rd May, Sandalwood.—Gilman & Co.

Ships Passed The Canal.

Outward—15th July—Scandia, Armenia, Sambia, 20th July—Briskuel, Atlanta, 23rd July—Albana, Formosa, Rastina, Idomenos, Rammoor, 27th July—Dardanus, Cleverly, El Beekly, 30th July—Amara, Tydena, Ernest Simon, 3rd August—Dante, Tlemach, Japan, 6th August—Glenold, Alexander, Bayern, Amara, Balfour, Sancia, 13th August—Malacca, Patochus, Hsiaoheung, Suwila, Barotsi, 17th August—Baronclon, Roon, 19th August—Malta, Ping Sui, Inverle, 20th August.

Homeward—15th July—Para, Polynesian, Rak Ling, 27th July—Sagovia, 30th August—Triton, Yang Tsai, Bendouch, 13th August—Candia, 19th August—Prapphet, Nymberg, Tonkin, 19th August.

Arrivals at Home—15th July—Alchion, Oldenburg, Australia, 10th July—Sackin, 23rd July—Marburg, Deuchlen, 27th July—Margyis, Raguham, Strassburg, 30th July—Zielen, 3rd August—Tambai, 6th August—Ceylon, 9th August—Rammah, Himalaya, Sagovia, Monmouthshire, Agammaga, 13th August—Yarra, Seydlitz, Mainz, 19th August—Glenferry, Glenferry City, 19th August.

Passengers arrived.

Per Amara, from Saigon—172 Chinese.

Per Haimun, from Swatow—Miss de Cruz, Mr. Wia, and 88 Chinese.

Steamers Expected.

Vessels	From	Agents	Due
Ernest Simons	Saigon	M. M.	Aug. 24
Scandia	Singapore	H. A. L.	Aug. 24
Tjilatjap	Kobe	C. I. J. L.	Aug. 24
Tydeus	Singapore	B. & S.	Aug. 24
Chusan	Singapore	P. & O. Co.	Aug. 25
Namantia	Singapore	H. A. L.	Aug. 26
Mongolia	Japan	P. M. Co.	Aug. 27
Kumyang	Singapore	J. M. & Co.	Aug. 29
Arangona	Japan	P. & A. Co.	Aug. 30
Bayern	Colombo	M. & Co.	Aug. 31
Emp. of Japan	Vancouver	C. P. R. Co.	Sept. 6
Chingtu	Sydney	B. & S.	Sept. 7

Hongkong & Whampoa Dock Returns.

U.S.S. Pathfinder	at	Kowloon Dock.
Shanghai	"	"
H.M.S. Leviathan	"	"
Lothian	"	"
Changsha	"	"
H.M.S. Talud	"	"
Tsintau	"	"
Shantung	"	Cosmopolitan
Kansu	"	"
Chwanshan	"	Aberdeen

Post Office.

In future, there will be one delivery of correspondence each day on week days only in Shaikwan, leaving General Post Office at noon.

Pillar Boxes at Arsenal Street and Percival Street will in future be cleared four times a day as under.

Percival Street	8 a.m.—11 a.m.
Arsenal Street	2 a.m.—1 p.m.
	2.5 p.m.—5 p.m.

A Mail will close for—

Canton—Per Hanam, 23rd Aug., 7.30 A.M.

Swatow—Per Haimun, 23rd Aug., 10 A.M.

Saigon—Per Laertes, 23rd Aug., 10 A.M.

Bangkok—Per Orange, 23rd Aug., 10 A.M.

Europe, &c., India, via Taitcorin—Per Tourane, 23rd Aug., 11 A.M.

Nagasaki and Kobe—Per Hsiaoang, 23rd Aug., 1 P.M.

Samsui, Shiohing, Takhing and Wuchow—Per Kongmoon, 23rd Aug., 4 P.M.

Manila—Per Taming, 23rd Aug., 4 P.M.

Sandakan—Per Mausang, 23rd Aug., 5 P.M.

Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Gaelic, 23rd Aug., 5 P.M.

Kongmoon and Kumchuck—Per Lintan, 23rd Aug., 5 P.M.

Namtao—Per Tachun, 23rd Aug., 5 P.M.

Sanbu—Per Hoi Fu, 23rd Aug., 5 P.M.

Macao—Per Wingchei, 23rd Aug., 5 P.M.

Canton—Per Kinsan, 23rd Aug., 5 P.M.

Canton—Per Hanbun, 24th Aug., 7.30 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, H.C.—Per Empress of India, 24th Aug., 11 A.M.

Amoy, Straits and Rangoon—Per Pandua, 24th Aug., 5 P.M.

Kongmoon, Kumchuck and Samsui—Per Tak Hing, 24th Aug., 5 P.M.

Namtao—Per Tachun, 24th Aug., 5 P.M.

Sanbu—Per Hoi Fu, 24th Aug., 5 P.M.

Macao—Per Wingchei, 24th Aug., 5 P.M.

Canton—Per Kinsan, 25th Aug., 7.30 A.M.

Swatow, Chefoo and Tientsin—Per Kansu, 25th Aug., 3 P.M.

Namtao—Per Tachun, 25th Aug., 5 P.M.

Sanbu—Per Hoi Fu, 25th Aug., 5 P.M.

Macao—Per Wingchei, 25th Aug., 5 P.M.

Canton—Per Fatsan, 25th Aug., 5 P.M.

Manila—Per Loongang, 26th Aug., 3 P.M.

Namtao—Per Tachun, 26th Aug., 5 P.M.

Sanbu—Per Hoi Fu, 26th Aug., 5 P.M.

Macao—Per Wingchei, 26th Aug., 5 P.M.

Canton—Per Hanam, 26th Aug., 5 P.M.

Canton—Per Fatsan, 27th Aug., 7.30 A.M.

Europe, &c., India, via Taitcorin—Per Comandante, 27th Aug., 11 A.M.

Madira—Per Zaffro, 28th Aug., 9 A.M.

Canton—Per Hanbun, 28th Aug., 9 A.M.

Manila—Per Rubi, 10th Sept., 9 A.M.

Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Melbourne, New Zealand, Melbourne, Adelaide and Perth—Per Eastern, 17th Sept., 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, H.C.—Per Empress of Japan, 21st Sept., 11 A.M.

Books containing—

16 Postage Stamps of 4 cents
12 " " " 2 " "
12 " " " 1 " "

may be obtained at the counter of the General Post Office and at Kowloon Post Office. Price 11.00 each book.

VISITORS AT THE HOTELS.

HONGKONG.

Anderson, W. M. Mackie, C. Gordon
Beattie, R. B. Marriott, Dr. O.
Bingham, Mr. & Mrs. Martin, R. R.
T. E. and child Matsuda, K.
Binbeck, R. J. McLean, T. P.
Binney, Mr. and Mrs. S. McGrew, Mrs. S.
Binney, Miss McWade, Miss
Bissell, W. S. Meikle, Mr. & Mrs. E.
Boggan, Mr. & Mrs. R. Miller, P. L.
Bonner, E. A. Milton, Miss
Borthwick, Mrs. R. W. Moir, G. A.
Boyce, W. B. Moon, Mr. & Mrs. E. M.
Carrington, Mrs. P. T. Morel, Mr. and Mrs.
and baby Newell, A. G.
Clark, W. G. North, C. J.
Cunningham, G. Patti, Mrs. J. A.
Darby, A. J. Potter, A. G.
Davies, C. J. Priceton, Miss F. La.
Davies, F. O. Rayner, F. S.
Davies, Mrs. J. T. Rice, P. F.
Deacon, F. B. Rosenfeld, J.
Dean, G. Sayer, G. Burton
Douglas, Capt. & Mrs. J. Sayle, R. T. D.
Downing, T. C. Scott, Mr. & Mrs. J. G.
Emerson, A. Skott, C.
Farrow, C. J. Sloan, J. D.
Fisher, H. G. Somerville, Geo.
Forat, T. C. Somerville, Mrs. A.
Glover, C. Soper, C. H.
Graham, F. Stewart, W. M.
Hall, Capt. T. Tebbitt, Miss
Harding, R. T. Tebbitt, R. T.
Haydon, J. T. Thomson, O. B.
Hickford, R. G. Thomson, J. D.
Jelly, Rev. F. Wall, C. W.
Johann, E. E. Wemyss, J. L.
Joseph, & Mrs. E. S. Whitton, Mrs. A. M.
Katsch, E. A. and child
Klenz, F. Wilkins, Mr. and Mrs.
Lewis, A. R. D. Wolff, Philip
Liesching, Mr. & Mrs. D. Wright, Mr. and Mrs.
Macdonald, D. Gordon
Macgowan, R. J.

KING EDWARD.

Aarons, H. S. Marcaldo, Mr. & Mrs.
Davies, W. E. Ough, A. H.
Faras, Mrs. J. Shepherd, Bruce
Foreman, J. Sims, W. S.
Hamblin, Capt. F. H. Stager, O.
Hamblin, Mrs. F. H. Stephens, Mr. & Mrs.
Hawkes, U. A. N. Dr. M. J. D.
Robt. H. Turnbull, W. J.
Jameson, J. Watt Vaughan, H. S.
Kofod, Capt. F. Wortman, A.
Lawrey, Miss

CONNAUGHT.

Bell, Mrs. J. Kirby, R. W. Capt.
Christie, Mr. & Mrs. D. Menashin, R.
Cronin, John Newborn, R. H.
Eyre, Mr. and Mrs. E. Pugh, W.
Ezekiel, R. B. Reeves, Miss
Helm, E. M. Spratt, R. W. W. R.
Howard, E. Webb-Bowen, M.
Jackson, T. B.

PEARL.

Beattie, J. M. Ormiston, Major and
Beattie, M. P. Mrs. J. W.
Benson, Major & Mrs. Playelle, Mrs.
Bourchier, Mr. & Mrs. Pollock, R. C. Mr.
Bunny, Lieut.-Col. and Post, N.
Mrs. F. W. Foxton, Mr.
Bunny, Miss Pratt, Major and Mrs.
Chapman, A. H. A.
Chichester, Major and Sawyer, Mrs.
Mrs. A. A. Smith, C. W.
Dymock, Lieut. A. Spalckhaver, W. O. C.
Ferrier, Col. G. H. Stevenson, D.
French, Major G. A. Stokes, Mr.
Galloway, A. D. Stoppani, Mr.
Guibert, Mr. and Mrs. Thomson, Mr. & Mrs.
Hamilton, Major W.
Hammer, Mr. Watkins, R. E., Capt.
Hassan, Mr. and Mrs. Watson, Comdr. and
Holborn, Mr. Mrs.
Hudig, D. Watson, Mr. and Mrs.
Jeffries, H. J. M.
Köhler, E. L. Wenborn, S. T.
Martin, R. Moxon, Mr. and Mrs. White, Dr. and Mrs.
M. J.
Mueller, Consul E. Wolfen, Mrs. & Miss
Mumford, Mr. Vases, Mr. & Mrs. C. C.
Ollis, F. B.

CRAIGIEBURN.

Clark, J. H. Laidler, P.
Dana, G. H. McIsaac, Mrs.
Drayton, Mr. and Mrs. Pearce, Rev. T. W. and
Forrest, T. S. Mrs.
Gaskill, Mr. and Mrs. Ross, W. W.
Gibson, Dr. and Mrs. Smith, Mr. E. Grant
Goode, Miss Smith, Mr. and Mrs.
Harrison, W. S. Grant
Hogg, Mrs. Woodward, Mr. & Mrs.
Hughes, Mrs. M. and children

OCCIDENTAL.

Baird, B. A. Kemp, H. N.
Barker, W. Key, Dr. F.
Böhmann, O. Lorenzen, Mrs.
Brunner, Mr. and Mrs. McClay, A.
W. C. Peterson, Mrs. & child
Chandler, Lieut. F. Perat, Lieut. T.
Coleman, Y. M. Robinson, H.
Cornard, Mr. and Mrs. Smith, H. S.
Dihrell, W. C. Stephens, H.
Harrop, H. W. Treumann, Capt.
Hopkins, L. M.

KOWLOON.

Crozier, Lieut. G. H. Mitchell, Mr.
Back, Mr. and Mrs. Pinkston, Col.
Fuller, Mr. Thomson, Mrs. and
child

Aug. 21 at 10 a.m.	29.83	29
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Mails.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI, EGYPT,
MARSEILLES, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX;
ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 23rd August, at
1 P.M., the Company's Steamship
"TOURANE," Captain Girard, with Mails,
Passengers, Specie and Cargo, will leave
this Port for MARSEILLES, via Ports of
Call, WITHOUT TRANSHIPMENT.This Steamship connects at COLOMBO with
the Australian Line S.S. *Armand* & *Belic* bound
for MARSEILLES via BOMBAY and ADEN.
Cargo and Specie will be registered for London
as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.Shipping Orders will be granted till NOON
only on MONDAY, the 22nd August, Specie
and Parcels received until 4 P.M. on the same
day. No Cargo will be received on board on
TUESDAY.Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.For further Particulars, apply at the Com-
pany's Office.G. DE CHAMPEAUX,
Agent.

Hongkong, 10th August, 1904.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"COROMANDEL,"

Captain G. M. Montford, R.N.R., carrying His
Majesty's Mails, will be despatched from this Port
for BOMBAY, on SATURDAY, the 27th August,
at Noon, taking Passengers and Cargo to the
above Ports in connection with the Company's
S.S. *Moldavia*, 9,500 tons, from Colombo,
Passengers' accommodation in which vessel is
secured before departure from Hongkong.Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Victoria*,
due in London on the 9th October.Parcels will be received at this Office until 4
P.M. the day before sailing. Full Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 13th August, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY
COMPANY.PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
<i>Shawmut</i>	9,500	W. M. Smith	Aug. 31
<i>Tremont</i>	9,500	T. W. Garlick	Oct. 1
<i>Shawmut</i>	9,500	W. M. Smith	...
<i>Tremont</i>	9,500	T. W. Garlick	...
<i>Lyra</i>	4,417	G. V. Williams	...
<i>Hyades</i>	3,753	Geo. Wright	...

† Cargo only.

Steamers marked (*) have no second-class
passenger accommodation.

FOR MANILA.

The largest, steadiest, and most comfortable
steamers for Manila.*Tremont*..... 9,500 T. W. Garlick, Sept. 10
Shawmut..... 9,500 W. M. Smith,CHEAP FARE, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.The twin-screw s.s. *Shawmut* and *Tremont*
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures stand-
ing at sea. Electric fan in each room.Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings

Hongkong, 22nd August, 1904.

Consignees.

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

NOTICE

CONSIGNEES of CARGO per Steamship

"GAELIC."

are hereby notified that their Goods are at
their risk being discharged into Lighters and/or
landed into our Godowns Nos. 1 and 2, at
Kennedy Town, (Marine Lot 243), and delivery
may be had either from Lighters or from our
Godowns upon countersignature of Bills of
Lading.Goods remaining unclaimed after the 26th
instant will be subject to rent.All Claims must be sent in to me on or
before the 29th instant or they will not be
recognised.

No Fire Insurance has been effected.

E. W. TILDEN,
Agent.

Hongkong, 20th August, 1904.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"GNEISENAU,"

of the NORDDEUTSCHER LLOYD,

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.Optional Cargo will be forwarded unless
notice to the contrary be given before 5 o'clock
this afternoon.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 23rd inst. will be subject
to rent.All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on TUESDAY, the 23rd August, at
9.30 A.M.All Claims must reach us before the 29th of
August, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co.,
Agents.

Hongkong, 16th August, 1904.

For Sale.

FOR SALE.

ONE ICE-MAKING MACHINE with
GAS ENGINE complete.

For full Particulars, apply to

HUGHES & HOUGH,
8, Des Voeux Road.

Hongkong, 27th June, 1904.

FOR SALE.

INCANDESCENT
SCENT,
Gasoline,
Lamps of all
descriptions
from the best
makers.Incandescent
Mantles,
Chimneys,
Globes, Sha-
des, &c., for
Gasoline and
Gas Lamps
at the most
moderate
prices.Lamps fixed
up for Buyers
free of charge.Naphtha of
the best kind
kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 17th November, 1903.

Sanitas
Disinfecting Fluid
Unequalled
Paritying Agent
Indispensable in Hot Countries.

"Sanitas" Disinfecting Fluid
is non-poisonous and non-staining, and for
general use in hot climates, because of its
completely disinfects the house in which
it is used, and administered internally prevents
Cholera, Typhoid Fever, Dysentery, etc.

"Sanitas" Disinfecting Powder
is the best of all powder known, and a stronger
antiseptic and disinfectant than carbolic acid
besides being pleasant and refreshing.

"Sanitas" Eucalyptus Soap
is specially recommended by the medical
authorities for use in hot climates, because of its
disinfecting qualities and its fragrance.

Kingzett's Fumigating Candles
are the safest and most convenient means
of exterminating vermin. For the disinfecting
of infected places, bedding, clothing, etc.,
they are both effective and economical.
Destroy all insects.

THE "SANITAS" CO. LTD.
LONDON, E.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RATES AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$10,000,000	\$1,402,554	Div. of £1.10/- @ exchange 19.15/16.....	6 1/2 %	(\$648) ex div.
National Bank of China, Limited.....	4,453	£10	£8	\$7,000,000		\$1.64 for half-year ending 30.6.04.....	5 1/2 %	London 267 1/2
Do. (Founders)	750	£1	£1	\$175,533	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	\$38 buyers
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000	\$1,059,026	\$32 for 1902	5 1/2 %	\$545 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$509,143	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$63
North China Insurance Company, Limited	10,000	£15	£5	\$331,342	Tls. 271,589	Final of £1 making £2 for 1902	7 1/2 %	Tls. 67 1/2
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$300,000	\$186,284	\$12 for 1902	9 1/2 %	\$130
Canton Insurance Office, Limited	10,000	\$250	\$50	\$371,794	\$110,551	\$15 for 1902	7 %	\$210 sales
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,170,288	\$371,110	\$22 1/2 for 1902.....	7 1/2 %	\$310 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$1,000,000	\$319,047	\$6 dividend & \$1 bonus for 1902	8 %	\$88
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000	\$16,362	\$1 1/2 for first half-year 1904	10 1/2 %	\$28 sales
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$1,000,000	£5,853	10/- for 1903	5 %	\$115 buyers
China and Manila Steamship Company, Limited.....	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900 .....	...	\$26 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$80,915	Nil.	\$3 for year ended 30.6.1903	8 1/2 %	\$35 buyers
"Star" Ferry Company, Limited.....	10,000	\$10	\$5	\$60,000	\$1,287	{ \$1.80 & b. 40 cts. } for year ending 30.4.04	6 1/2 %	\$38 buyers
Straits Steamship Company, Limited.....	5,000	\$100	\$100	\$15,000	\$33,048	{ \$400 & b. 20 cts. }	4 1/2 %	\$28 buyers
"Shell" Transport and Trading Company, Limited.....	1,000,000	£1	£1	\$1,000,000	£19,555	\$5 for 2nd 1-year making \$13 for 1903.....	8 1/2 %	\$155
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 98,000	Tls. 865	Interim of 1/- (Coupon No. 4) for 1903 ...	4 1/2 %	24/- buyers
Shanghai Tug and Lighter Company, Limited.....	200,000	Tls. 50	Tls. 50	Tls. 201,814		Interim of Tls. 1 1/2 for 1904	10 %	Tls. 30
Do. (Preference)	100,000	Tls. 50	Tls. 50	none	Tls. 55,541	Final of { Tls. 2 1/2 making Tls. 4 1/2 }	9 1/2 %	Tls. 47 buyers
REFINERIES.								
China Sugar Refining Company, Limited.....	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901 .....	...	\$88 buyers
Luzon Sugar Refining Company, Limited.....	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897 .....	...	\$9 sellers
Perak Sugar Cultivation Company, Limited.....	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,450	Tls. 2 1/2 for year ending 30.9.03	4 1/2 %	Tls. 60
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	{ Fcs. 251,337 Fcs. 1,529,652 }	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903...	...	\$490
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£18,100	Dr. £7,236	No. 12 of 1/- .....	...	\$7
Chinese Engineering and Mining Company, Ltd.....	1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/- .....	...	Tls. 6.30 sales
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$17,500	\$425,340	{ \$6 dividend and \$1 bonus for second } half year 1903	6 1/2 %	\$238 buyers
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	Tls. 7 final = Tls. 12 for year end. 30.4.04	7 1/2 %	Tls. 17 1/2 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,950,000	\$43,732	\$6 for 2nd half year 1903	7 1/2 %	\$250
Riley Hargreaves & Co., Limited.....	6,000	\$100	\$100	\$150,000	\$49,936	{ \$10 div. and \$2 1/2 bonus } for 1903	6 1/2 %	\$200 buyers
Do. (Preference)	2,750	\$100	\$100	\$100,000	\$29,926	\$7 dividend	6 1/2 %	\$110
Howarth Erskine, Limited	12,000	\$100	\$100	\$100,000	\$29,926	\$10 div. & \$2 1/2 bonus for 1902/3	6 %	\$210 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$50,000	\$28,015	Final of \$2 1/2 making \$5 for 1903	4 1/2 %	\$116 sellers
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,210	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903 ...	7 %	Tls. 160 buyers
Yangtze Wharf and Godown Company, Limited.....	2,500	Tls. 100	Tls. 100	Tls. 50,913	Tls. 1,760	Tls. 18 for 1903	9 1/2 %	Tls. 190 sales
New Amoy Dock Company, Limited	6,000	\$50	\$50	\$150,000	\$489	\$1 1/2 for 1903	4 1/2 %	\$27 1/2
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,966	Interim of \$6 for 1904	8 %	\$153 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	{ Tls. 800,000 Tls. 150,000 Tls. 17,144 }	Tls. 37,634	Interim of Tls. 3 for 1904	7 1/2 %	Tls. 112 sellers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Interim of Tls. 3 for 1901	7 %	Tls. 125 sales
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	£636	Interim of Tls. 2 .....	...	Tls. 55
Kowloon Land and Building Company, Limited	6,000	£50	£50	none	\$636	\$2.60 for 1903	7 1/2 %	Tls. 55
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	7 1/2 %	Tls. 14 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Interim of \$1 1/2 for 1904	5 %	\$61 sellers
HONGKONG HOTEL COMPANY, LIMITED.								
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 10,000	Tls. 655	\$5 for second half-year 1903	7 1/2 %	\$134 buyers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 %	Tls. 150 sellers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 22,500	Tls. 680	\$2 1/2 for year ended 30.6.30	7 1/2 %	Tls. 34 buyers
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	Tls. 13,986		Tls. 0.87 1/2 for the year ending 31.3.1904	6 1/2 %	Tls. 14 sales
Tientsin Hotel, Limited (in liquidation)	600	\$20	\$20	none	\$4,989	First year .....	...	Tls. 25
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	\$5 for the year ending 28.2.1903	12 1/2 %	Tls. 40
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$200,607 \$50,000 }	\$99,177	Interim of Tls. 3 1/2	7 1/2 %	\$13 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.0.1903	12 1/2 %	Tls. 30
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,000	Tls. 88,034	Interim of 3 1/2 a/c 1898 .....	...	Tls. 25 buyers
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 1/2 a/c 1898 on 6,000 shares .....	...	Tls. 32 1/2 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 26,389	4 1/2 for 1		
Hongkong Cotton Spinning, Weaving and Dyeing } Company, Limited	125,000	\$10	\$10	none	\$11,121	{ Final of 60 cents making \$1 for the } year ending 31'7'03	6 1/2 %	Tls. 150
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 23,000 }	Tls. 1,091	Final of Tls. 3 making Tls. 6.....	9 1/2 %	Tls. 65 sales
Alhambra, Limited	1,300	\$200	\$200	\$43,000	\$57	\$125 for year ending 30.6.1900.....	...	\$150 sellers
Philippine Company, Limited	67,500	\$10	\$10			First year .....	...	\$9 1/2
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903	8 %	\$20 1/2 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	6 %	\$10 1/2 sales
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$250,000	\$2,883	Final of 50 cents making \$1 for 1903	6 1/2 %	\$15 1/2 sellers
Watkins, Limited.....	10,000	\$10	\$10	\$4,802	\$1,042	\$1 for 1903	11 %	\$9 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000	\$800	\$5 for year ended 31.7.1903	11 %	\$70
China Provident Loan & Mortgage Company, Ltd.....	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903	12 1/2 %	\$14 sales
Hongkong Electric Company, Limited	30,000	\$10	\$5	none	\$1,747	{ \$1.00 50 cents } for year ending 30.4.1904	12 1/2 %	\$14 1/2 sales
Hongkong & China Gas Company, Limited.....	7,000	£10	£10	£23,109	£7,625	£1 div. and 2/- bonus for 1903	12 1/2 %	\$20 1/2 buyers
Shanghai Gas Company, Limited	10,666	Tls. 50	Tls. 50	Tls. 100,000	Tls. 7,548	Interim of Tls. 3 1/2 for 1904	9 %	Tls. 95 sales
Shanghai Waterworks Company, Limited.....	7,700	£30	£20	Tls. 100,000	Tls. 7,369	Interim of Tls. 15/- for 1904	7 1/2 %	Tls. 395 sales
Tientsin Waterworks Company, Limited	2,000	T.Tls. 100	T.Tls. 100	Tls. 15,259	Tls. 607	Final of Tls. 4 making Tls. 8 for 1903/4	6 1/2 %	T.Tls. 44 sellers
Tientsin Native City Waterworks Company, Ltd.....	2,941	Tls. 100	Tls. 100	none	Tls. 413	Tls. 2 for half year .....	...	T.Tls. 130 sellers
Hall & Holz, Limited	21,000	\$20	\$20	\$186,000	\$13,102	Final of \$1 making \$3 for 1903	11 1/2 %	\$31 buyers
Lar & Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,482	Final of \$7 making \$12 for year end. 29.2.04	10 1/2 %	\$30 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,395	\$20 for 1903	7 1/2 %	\$100 buyers
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$10,517	\$3 75 for 1903	7 1/2 %	\$48 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$55,000	\$5,844	Interim of \$4 for 1904 .....	...	\$120 buyers
Straits Ice Company, Limited	2,000	\$100	\$100	\$45,000		\$9 1/2 for second half year 1903	9 1/2 %	\$160 sales
Dairy Farm Company, Limited	1,250	\$100	\$100	\$30,000	\$4,283	\$20 for year ending 30.7.1903 .....	...	\$280 buyers
Campbell, Moore & Co., Limited	10,000	\$7 1/2	\$6	\$20,000	\$3,029	\$1 1/2 for year ending 31.7.1903	6 1/2 %	\$30 buyers
Bell's Asbestos Eastn Agency, Limited	1,200	\$10	\$10	\$5,500	\$596	\$5 for 1903	8 1/2 %	\$37 buyers
United Asbestos Oriental Agency, Limited	8,604	12 1/2	12 1/2	none	£161	60/- per share for 1903	5 1/2 %	\$5 buyers
Do. (Founders)	9,900	\$10	\$4	\$20,000	\$80	{ 90 cents } for year ended 31.5.1901	10 1/2 %	\$6 1/2 buyers
Tebrau Planting Company, Limited	20,000	\$5	\$5	none	Dr. \$2,551	None .....	...	\$10 buyers
Hongkong Steam Waterboat Company, Limited.....	7,500	\$10	\$10	none	\$1,548	Interim of 70 cents	8 %	\$10 buyers
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,739	None .....	...	\$94 buyers
William Powell, Limited	12,000	\$10	\$10	none	\$4,757	Interim of 50 cents for 1903/4	8 1/2 %	\$12 buyers
Steam Laundry Company, Limited	50,000	\$5	\$5	none	\$3,644	{ 60 cents for year ended 31.5.04 First year	9 %	\$61 sales
Maatschappij for Mijl- Bosch- en Landbouwer } plaat in Langkat	25,000	Gs. 100	Gs. 100	Tls. 324,669	Tls. 27,187	{ First quarterly of Tls. 10 paid 15.3.04 } Second do. Tls. 10	13 %	Tls. 310 sales
Shanghai Horse Bazaar Company, Limited.....	5,000	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,427	Tls. 5 for 1903	7 %	Tls. 7 1/2 buyers
Shanghai Pulp and Paper Company, Limited.....	4,500	Tls. 100	Tls. 100	Tls. 0,000	Tls. 3,288	Interim of Tls. 6 for 1904	9 %	Tls. 125 buyers
Central Stores, Limited	8,000	\$15	\$12 1/2	\$10,000	\$1,253	Interim of \$1.20 for 1904	11 1/2 %	\$23 sellers
Do. (Founders)	123					None .....	...	\$100
E. L. Mondon, Limited	24,000	\$15	\$15	none	First year	Preferential of 7 per cent for 1904	7 %	\$71 sales
China Flour Mill Co., Limited	7,000	Tls. 50	Tls. 50	none	Tls. 550	Tls. 5 for 1903	12 1/2 %	Tls. 40 sellers
Katz Brothers, Limited	10,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,042	\$1 1/2 for 1903	9 1/2 %	Tls. 65 sellers
Straits Trading Company, Limited	250,000	\$10	\$10	\$50,000	\$83,405	\$1 1/2 and 25 cents bonus for half year } ended 30.6.1903	7 1/2 %	\$7 buyers
Fraser and Neave, Limited	4,500	\$50	\$50	\$112,500	\$2,200	\$1 1/2 and 25 cents bonus for 1903 } ended 30.6.1903	7 1/2 %	\$100 sales
Maynard and Company, Limited	1,000	\$100	\$100	none	\$601	\$2 1/2 for year ended 31.3.1903	7 1/2 %	\$24 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,000	\$50	\$50	none		Interim of \$1 for 1904 .....	...	\$50
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$20,000	Interim of \$1 for 1904 .....	...	\$21